The CUNARD LINE

THE CUNARD STEAMSHIP COMPANY LIMITED

THE CUNARD LINE

AND

THE WORLD'S FAIR, CHICAGO, 1893.

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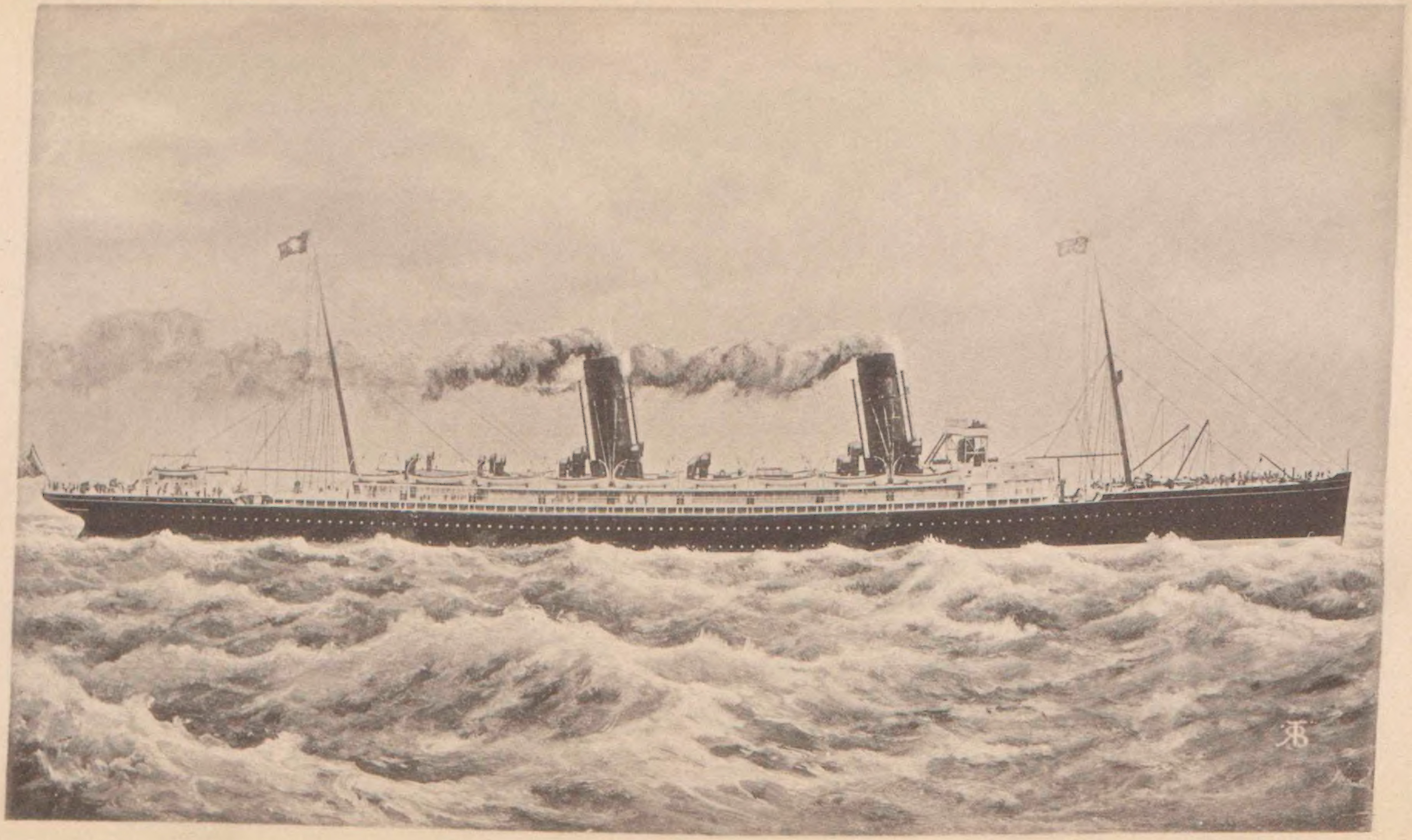

THE "CAMPANIA."

THE CUNARD STEAMSHIP CO., LIMITED,

ROYAL MAIL STEAMSHIPS.

The Cunard Line commenced its Service from Liverpool to North America on the 4th July, 1840, Superseding as Mail Carriers the Ten Gun Sailing Brigs of the previous Era, and has continuously and regularly since that date carried Passengers and Mails between the Two Hemispheres.

Head Office:
8 Water Street, Liverpool.

"CAMPANIA," on her Maiden Voyage from New York to Liverpool, and under easy steam, eclipsed all previous records, making the passage to Queenstown by the long route, a distance of 2,899 miles, in 5 days 17 hours 27 minutes.

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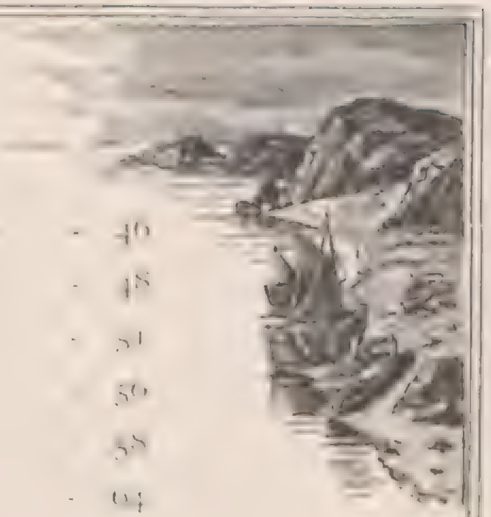

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THE CUNARD STEAMSHIP COMPANY, LIMITED.

DIRECTORS, PRINCIPAL OFFICERS, PRINCIPAL ESTABLISHMENTS, ETC.

DIRECTORS.

SIR JOHN BURNS, Bart., *Chairman of the Board.*
DAVID JARDINE, *Chairman of Executive Committee.*
WILFRID A. BEVAN.
WILLIAM CUNARD.
SIR WILLIAM BOWER FORWOOD.
JOHN WILLIAMSON.

PRINCIPAL OFFICERS.—LIVERPOOL.

THOMAS BOUMPHREY, *General Manager.*
ALBERT P. MOORHOUSE, *Secretary.*
COMMANDER WILLIAM WATSON, R.N.R., *General Superintendent.*
JAMES BAIN, R.N.R., *Superintendent Engineer.*

PRINCIPAL ESTABLISHMENTS.

GREAT BRITAIN AND IRELAND.

LIVERPOOL - - *8 Water Street. (Head Office.)*
,, - - *1 Rumford Street.*
LONDON - - *Palmerston Buildings, Bishopsgate Street, E.C.*
,, - - *13 Pall Mall, S.W.*
GLASGOW - - *30 Jamaica Street.*
MANCHESTER - *18 Brazenose Street.*
QUEENSTOWN - *3 Scott's Square.*
BELFAST - - - *49 Queen's Square.*

ABROAD. AGENTS.

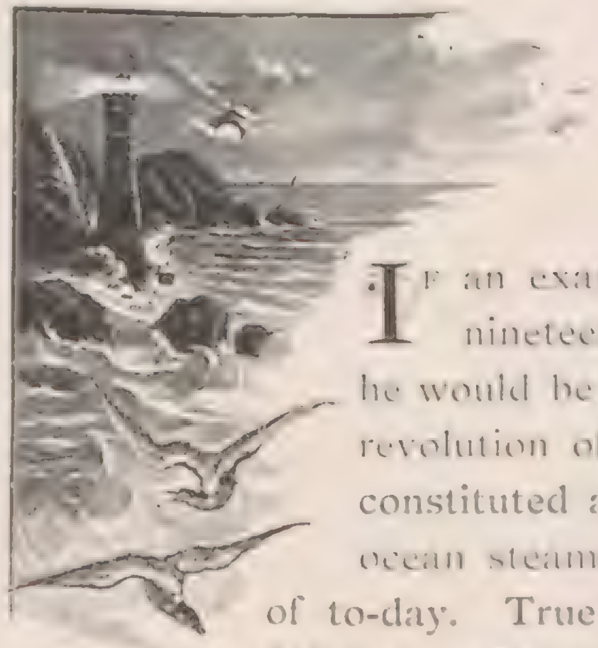
NEW YORK - *VERNON H. BROWN & Co., 4 Bowling Green.*
BOSTON - - *ALEXANDER MARTIN, 99 State Street.*
CHICAGO - - *F. G. WHITING, 131 Randolph Street.*
HAVRE - - - *JAMES WINNING, 21 Quai d'Orleans.*
PARIS - - - *ANTONI DROUARD, 38 Avenue de l'Opera.*

List of Steamers of the Cunard Steamship Co., Ltd., since 1840.

ATLANTIC SERVICE.

"BRITANNIA"	1840.
"ACADIA"	1840.
"CALEDONIA"	1840.
"COLUMBIA"	1840.
"HIBERNIA"	1843.
"CAMBRIA"	1845.
"AMERICA"	1848.
"NIAGARA"	1848.
"EUROPA"	1848.
"CANADA"	1848.
"ASIA"	1850.
"AFRICA"	1850.
"ANDES"	1852.
"ARABIA"	1852.
"AUSTRALIAN"	1852.
"SYDNEY"	1852.
"ALPS"	1852.
"JURA"	1854.
"EMEU"	1854.
"ETNA"	1855.
"PERSIA"	1856.
"CALABRIA"	1860.
"OLYMPUS"	1860.
"HECLA"	1860.
"MARATHON"	1860.
"ATLAS"	1860.
"CHINA"	1862.
"SCOTIA"	1862.
"TRIPOLI"	1863.
"CUBA"	1864.
"TARIFA"	1865.
"JAVA"	1865.
"MALTA"	1865.
"ALEPPO"	1865.
"PALMYRA"	1866.
"RUSSIA"	1867.
"SIBERIA"	1867.
"SAMARIA"	1868.
"BATAVIA"	1870.
"ABYSSINIA"	1870.
"ALGERIA"	1870.
"PARTHIA"	1870.
"SARAGOSSA"	1874.
"BOTHNIA"	1874.
"SCYTHIA"	1875.
"GALLIA"	1879.
"CATALONIA"	1881.
"SERVIA"	1881.
"CEPHALONIA"	1882.
"PAVONIA"	1882.
"AURANIA"	1883.
"OREGON"	1884.
"UMBRIA"	1884.
"ETRURIA"	1885.
"CAMPANIA"	1893.
"LUCANIA"	1893.

HISTORY OF THE CUNARD COMPANY.



If an examiner were to ask a student to name one of the greatest events in the marvellous history of the nineteenth century, and he were to answer, “The first voyage of the Cunard steamship ‘Britannia’ in 1840,” he would be able to justify his reply by very good arguments. That event was the inauguration of a peaceful revolution of the whole commerce of the world, and of the relations between its various countries, and it constituted an epoch in the history of progress almost unparalleled. It was the commencement of systematic ocean steamship travelling, and it was from this beginning that there has been developed the mighty traffic of to-day. True it was not the first experiment in steam, nor was it the first steam trip across the Atlantic. Prior to 1784, poor John Fitch, an American engineer, had projected many schemes, and had seen “in vision” vessels propelled by steam, but he died before any of his dreams came true. Robert Fulton had profited by his ideas, and in 1812 the “Clermont” on the Hudson was the first steamboat in the world that was regularly engaged in passenger traffic; while Henry Bell, in the same year, had ploughed the waters of the Clyde in the “Comet,” a boat 40 feet long and 10½ feet beam, “by the power of wind, air, and steam." In 1818, the "Savannah," a steamship of 350 tons, had been launched, and in August of that year her first voyage (a trial trip from New York to Savannah) was made, and the next from Savannah to Liverpool; but she dared not trust too much to the new power, and it is said, that by an ingenious apparatus she drew in her wheels, shut off steam, and trusted solely to her sails when the weather was rough.

Ten years later, Messrs. Hugh Matthie and Thomas Martin, in Liverpool, and Messrs. George and James Burns, in Glasgow, established a fleet of well-equipped steam vessels and carried on a large trade between England, Ireland and Scotland. It was, however, a comparatively short time before the great event of the sailing of the "Britannia" took place, that the practicability of steam navigation to the United States was fully tested. On the 4th of April, 1838, the "Sirius" left London for New York with ninety-four passengers, and, four days later, the "Great Western," with wooden paddle wheels—the first steamship specially constructed for the purpose—followed her from Bristol. Both vessels reached their destination in safety, the first in seventeen days and the second in fifteen days, with nearly 200 tons of coal still in the bunkers of the latter. Of course "all the world wondered"—some said it was tempting Providence to risk human lives in such dangerous experiments; one of the most learned scientists of the day "proved" to arithmetical demonstration that no steamer could carry sufficient coal to supply its own fires—while up in Halifax,

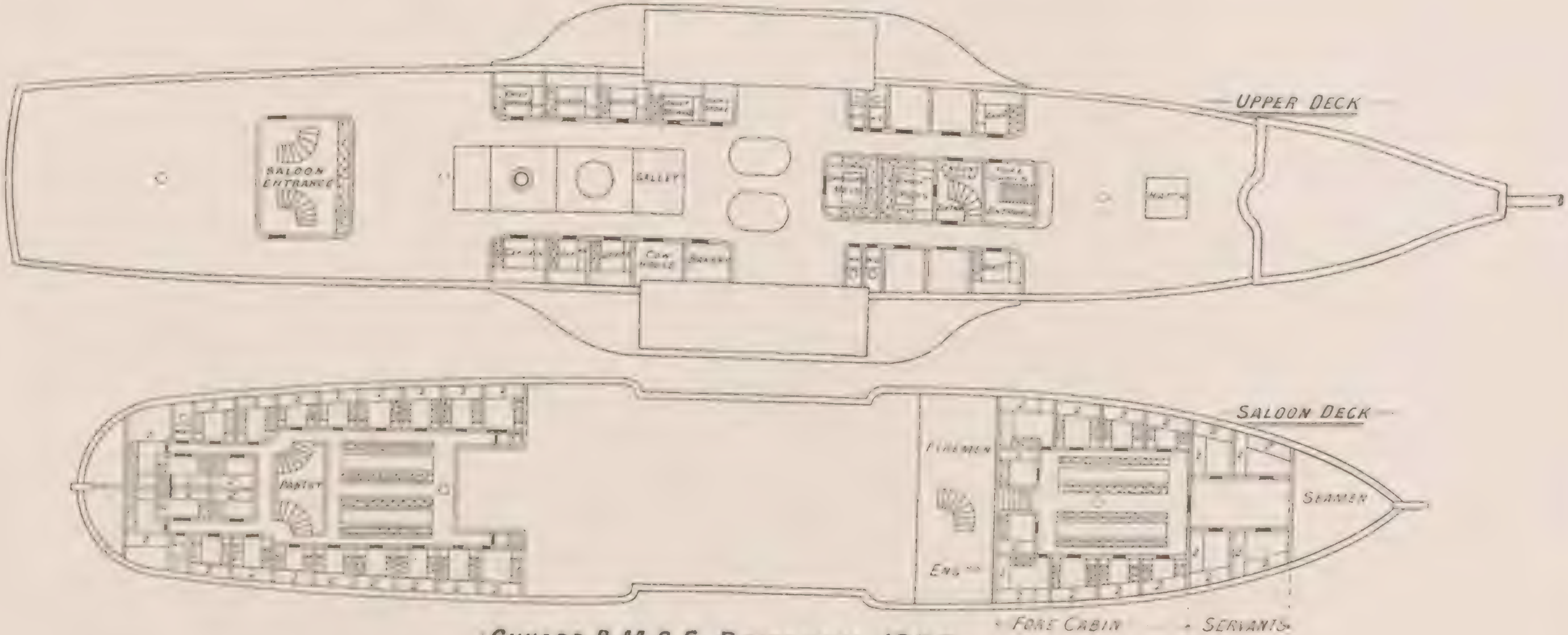
THE "GREAT WESTERN."

ASIA
1850
BRITANNIA
1840
HIBERNIA
1843

Nova Scotia, Mr. Samuel Cunard read the pros and cons of the great discussion on steam, and smiled. For, eight years before the "Sirius" and "Great Western" first crossed the Atlantic, he had conceived the idea of organising a Company for the maintenance of a regular ocean line of mail steamers, similar to lines of railway, minus, of course, the longitudinal pair of metal rails, which he was jokingly wont to say "were needed on the ugly uneven land, but not on the beautiful level sea." But, unfortunately, he had not capital enough to inaugurate so vast a scheme, nor could he induce his friends in the shipping world, or the merchants of Halifax, to join him in the enterprise, and he had to bide his time. That time he thought had come when a circular from the Admiralty reached his hands, announcing (although not in these terms) that the mails, hitherto carried in the wretched old Government 10-gun "Coffin brigs," as they were called in the naval language of that day, would be transferred to a Steam Packet Service, if a satisfactory tender were sent in.

S Cunard

Mr. Cunard, who had for some time been conducting the mail service between Boston, Newfoundland, and Bermuda, appealed to the merchants of Halifax and others for assistance, and failing to get their co-operation, came across to England, and, happily, fell in with Mr. Robert Napier, the famous Clyde shipbuilder and engineer, who introduced him to Mr. George Burns, one of the shrewdest men in the shipping world of that day, who in turn brought him in contact with Mr. David MacIver, of Liverpool. Mr. Cunard had "struck oil." His hour had come and the men were ready. In the course of a few days Mr. George Burns, whose wealth, influence and integrity were the strong foundations on which the great enterprise was built, obtained the requisite subscribed capital of £270,000; and soon afterwards a contract for seven years, between the Government and Samuel Cunard, George Burns, and David MacIver, was signed,



CUNARD R.M.S.S. BRITANNIA, 1840.

and the Cunard Company was founded. At first the Company was styled "The British and North American Royal Mail Steam Packet Company," but this cumbrous title soon gave way to "The Cunard Line." The resolution of Messrs. Cunard, Burns, and MacIver on entering into this contract was, that their ships should be of the best build of the best naval architects; that no expense should be spared in their equipment, and that only men of proved experience should be entrusted with any branch of service on board their boats. Without loss of time the first four wooden paddle wheel steamships, the "Britannia," "Acadia," "Caledonia," and "Columbia," were built on the Clyde by R. Duncan, J. Wood, C. Wood, and R. Steel respectively.

On Friday, the 4th of July, 1840—the "Glorious Fourth," the celebration day of American independence—the "Britannia" steamed from her moorings in the Mersey in the presence of an immense assembly, and started on her first voyage in connection with the great enterprise which was to bind the mother and daughter countries into lasting union. This pioneer vessel of the fleet measured 207 feet long × 34 feet 4 inches broad × 24 feet 4 inches deep, with a tonnage burden of 1,154, and an indicated horse-power of 740. Her cargo capacity was 225 tons, and she was fitted for the accommodation of 115 cabin passengers, but no steerage. The three other ships were almost identical, and the average speed of the whole was 8½ knots per hour, on a coal consumption of 38 tons per day. The maiden voyage of the "Britannia" was accomplished in safety and comfort in fourteen days and eight hours. No wonder that Boston arrayed herself in bunting, and spread her banquets, and broke forth into newspaper choruses of praise! That voyage was the commencement of a new era, and the path made by the "Britannia" and

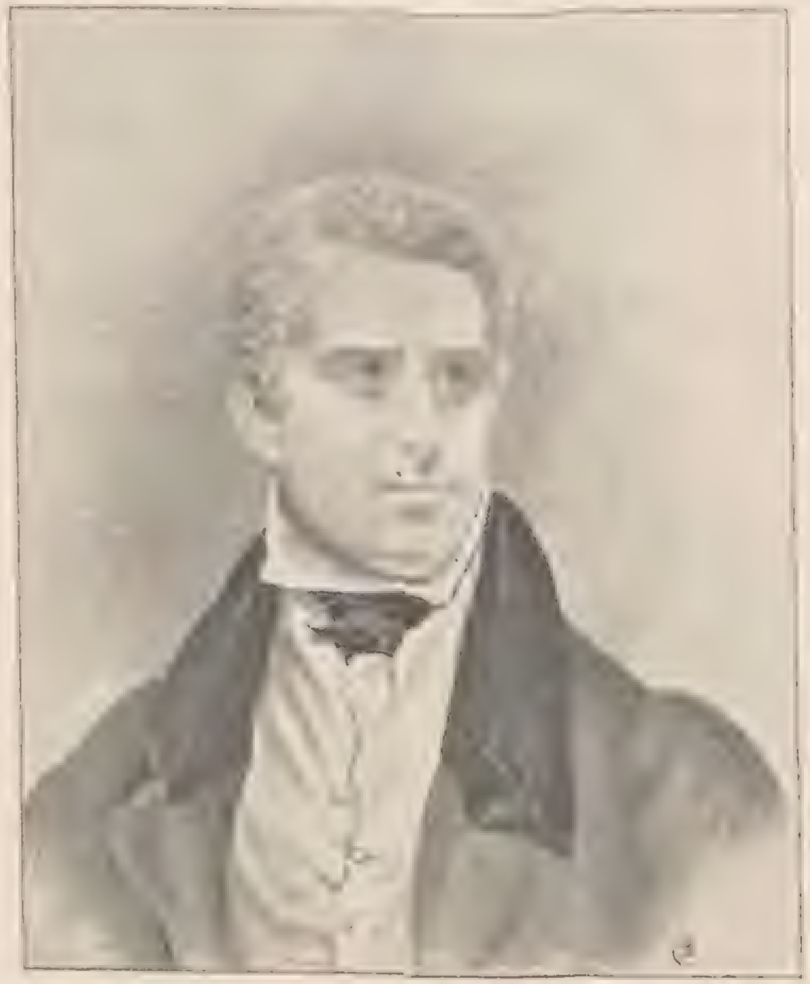
Yours Sincerely,
George Burns

followed by her sister ships became the great highway of traffic between two hemispheres. But no one at that time ventured to prophesy what that future would be. Even Mr. Cunard in his wildest dream never pictured a "Servia," an "Etruria," or a "Campania"—floating cities, ocean palaces, homes of luxury, with music rooms and boudoirs, state rooms heated with hot water, marble baths, promenade decks, and night turned into day by the electric light. We, in turn, looking back, see in the "Britannia" a comparatively small paddle-wheel boat, with little accommodation, plain table, inferior light, and a meagre number of passengers; but out of those voyages of the "Britannia" and her sister boats grew up the whole system of luxurious and rapid ocean travelling.

We can but glance briefly at the development of this enterprise. Under the able direction of Sir Samuel Cunard, London, Mr. George Burns, Glasgow, Mr. David MacIver, and afterwards Mr. Chas. MacIver, Liverpool, in rapid succession other boats were "put on," and in each, the newest and most reliable advances in scientific engineering were introduced. Thus, in 1843—the year in which Brunel's "Great Britain," the first iron screw steamer, made its appearance in competition—the Cunard Company added to their fleet the "Cambria" and "Hibernia," each of 1,040 indicated horse-power and of 1,422 tons, with an average speed of 9¼ knots. In 1848 the expansion of international commerce made it necessary for the British Government to double the existing mail service, and to meet their requirements the "America," "Niagara," "Canada" and "Europa" paddle steamers, of 1825 tons and 2,000 indicated horse-power, with an average speed of 10½ knots, were added to the fleet. Only a few years later, and there arose a strong competition from the "other side of the water." The Collins Line, heavily subsidised, was started with the avowed object of "sweeping the Atlantic of the Cunarders." For years the competition was fierce—it was a struggle for the supremacy of ocean steam navigation—and the Cunard Company meant to win. They would not move a finger towards any plan that could in any way endanger their ships, or the lives of their passengers. They determined to add boat to boat, each superseding the other until perfection should be obtained, and the "Asia" and "Africa" were floated. Then followed the "Persia," the first iron ship of the Company, and a few years later the "Scotia," almost a sister ship, and the last of the old paddle wheels. The unfortunate Collins Line could not keep pace with the steady persistent energy of the Cunard Line, and in 1858, after the loss of two ships, and the refusal of the American Government to grant any further subsidy, the Company collapsed, and the remaining ships were withdrawn.

GALLIA
1879
SCOTIA
1862
RUSSIA
1867

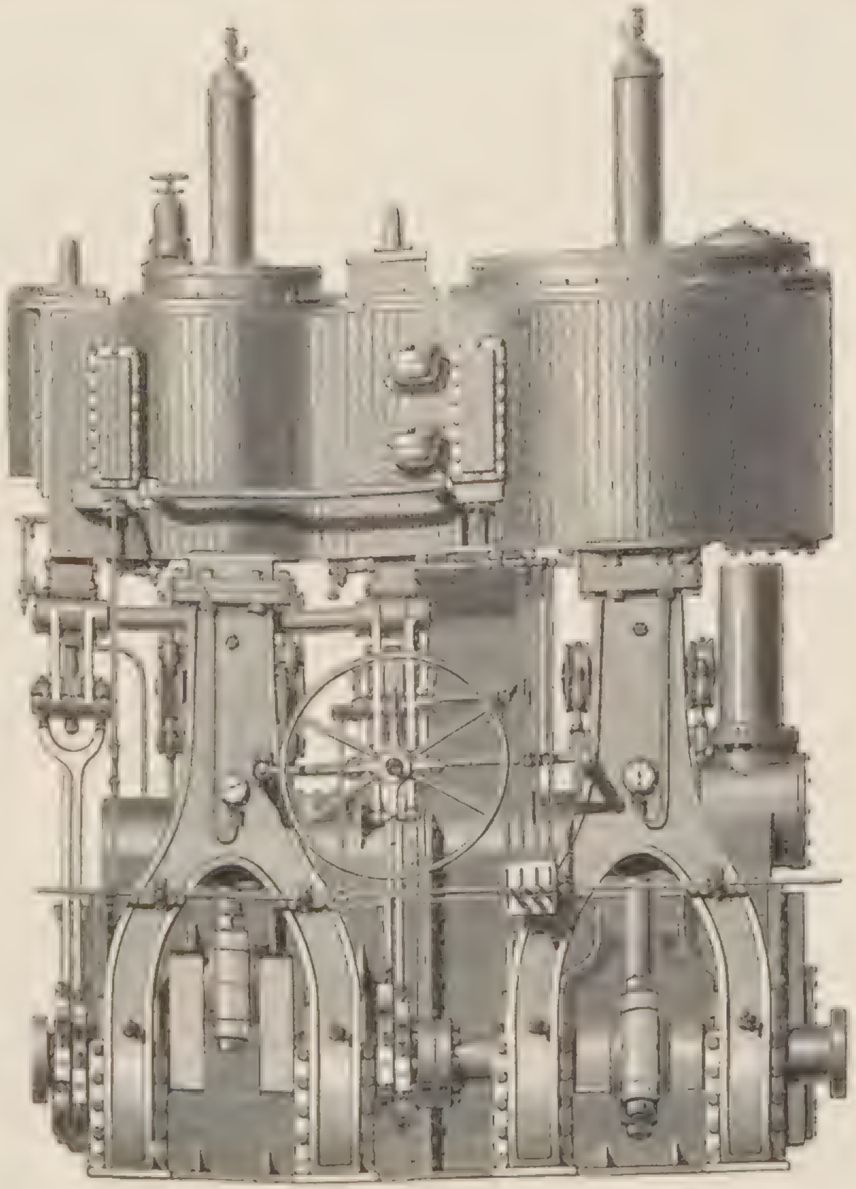
For a number of years, the "Persia" and the "Scotia" were the great favourites with passengers, and it seemed as if the goal in the progressive march of improvement had been attained. But a new development in steam navigation was gaining ground. The Inman Line was working screw ships in active, though not bitter rivalry to the Cunard Line, and were breaking down the strong objections that had been expressed by passengers against that new mode of propelling iron steam vessels. Screw steamers had been employed in the Cunard Company's Mediterranean service since 1852; but the "China," the first of the new type in the Atlantic trade, was not ordered till 1862. Then followed, in 1864, the "Cuba," and in 1867 the "Russia," of 2,960 tons and an indicated horse-power of 3,100. The "Russia" was probably the most beautiful vessel that had ever been seen upon the ocean up to that time. Her graceful outline and the symmetry of her proportions were considered by nautical men to be perfect; while the elegance of her interior decorations and general accommodation soon gained for her a reputation for comfort and luxury. Her speed averaged 14.4 knots an hour, and her fastest passage across the Atlantic was eight days and twenty-eight minutes from Queenstown to New York. It may be noted in passing that her commander, Captain Cook, navigated this vessel 630,000 miles on the Atlantic in all weathers, without accident or breakdown of any kind; and safely carried to and fro 26,076 cabin passengers.



David mac Iver

In keeping pace with the times—although not seeking to be too far ahead of them—the Cunard Company in 1870 turned their attention to the new invention of compound engines, and finding that this new method utilised steam at a far higher pressure, and produced equal, if not better speed, the "Batavia," a screw steamer of 2,553 tons, was the first to be supplied with the new machinery, and in the subsequent six years the Company increased their fleet by seven other large screw steamers, all fitted with compound engines, the last and largest of which was the "Gallia," of 4,808 tons and 5,300 indicated horse-power.

In 1878, to consolidate the interests of the partners, the Company was registered under the Limited Liability Acts, and a Joint-stock Company was formed with a capital of £2,000,000, of which £1,200,000 was issued and taken up by the families of Cunard, Burns and MacIver. No shares were offered to the public until 1880, when a prospectus was sent forth stating that "the growing wants of the Company's Trans-Atlantic trade demanded the acquisition of additional steamships of great size and power, involving a cost for construction which might best be met by a large public company." The available shares were at once subscribed for, the directorate was reconstituted, and Mr. John Burns (now Sir John Burns, Bart.) was elected Chairman of the Board, an office he has retained to this day.



COMPOUND ENGINES.

The next great step in the progress and development of shipbuilding was the application of steel instead of iron, and, as it was found that steel possessed greater strength combined with superior ductility, and that by its use an important saving in weight would be effected, the "Servia," the largest and most powerful ship, except the "Leviathan," that had ever been constructed, was built of this material for the Company. She was a splendid vessel of 7,392 gross tonnage, and 9,900 indicated

THE "UMBRIA."

horse-power. Her fastest passage so far is seven days one hour and thirty-eight minutes from New York to Queenstown. Then came the "Aurania," a little faster than the "Servia." But still perfection was not reached, and in 1884 the "Umbria" and the "Etruria," sister ships, were launched. They were, with the exception of the "Great Eastern," the largest vessels afloat, and without any exception the most powerful—for size does not always represent power, as stout men are aware. They were each 500 feet in length, with a gross tonnage of 8,127 tons, and ample accommodation for 550 first-class passengers and 800 emigrants. The engines indicated upwards of 14,500 horse-power, and the average speed was set down at 19½ knots per hour. In August and September, 1892, the "Etruria" steamed from Queenstown to Sandy Hook, 2,787 miles, in six days and twenty-two minutes and six days and twenty minutes respectively. In July, 1892, the "Umbria" accomplished her eighty-second trip to New York in five days twenty-two hours and seven minutes. Her daily runs were as follows:—461 knots, 502, 500, 427, 502 and 388; total, 2,780 knots; average speed, 19·57 knots per hour.

These vessels represented the finest specimens of naval architecture and marine engineering produced up to that day. They were built at a time of commercial depression, but nevertheless they were in natural sequence of what had been done in the development of ocean-going, and especially Atlantic, steaming, and therefore in perfect accordance with all the traditions of the Cunard Company. It was thought that the acme of perfection had been reached in the "Umbria" and "Etruria," but their glories were to be eclipsed by those of the "Campania" and "Lucania," which were ordered by the Cunard Co. from the Fairfield Shipbuilding and Engineering Co. in 1891.

Of these vessels we give a separate description later on, but at time of writing the "Campania" has already given a foretaste of her quality by making the most remarkable maiden voyage ever known. She left Queenstown on her first outward trip at 1.25 p.m. 23rd April, 1893, and arrived at Sandy Hook Lightship at 5.24 p.m. April 29th, covering a distance of 2,865 miles in 6 days 8 hours 34 minutes, the quickest first voyage ever accomplished. On her homeward passage she left Sandy Hook Lightship at 11.40 a.m. 6th May, and arrived at Queenstown at 9.42 a.m. 12th May, traversing a distance of 2,899 miles in 5 days 17 hours 27 minutes, not only the best first voyage, but absolutely the shortest time in which any ship has crossed the Atlantic, the previous best passage being that of the "City of New York" in August, 1892, which covering a distance of 2,814 miles (the summer route), was made in 5 days 19 hours 56 minutes. The passengers by the "Campania" were landed in Liverpool on the sixth day after leaving New York, thus breaking another record.

As ships are never run at full speed for the first few voyages, we may expect still more marvellous results in the future.

Up to this point we have roughly outlined the development and progress of the great enterprise inaugurated by the sailing of the "Britannia" in 1840. It began with :—

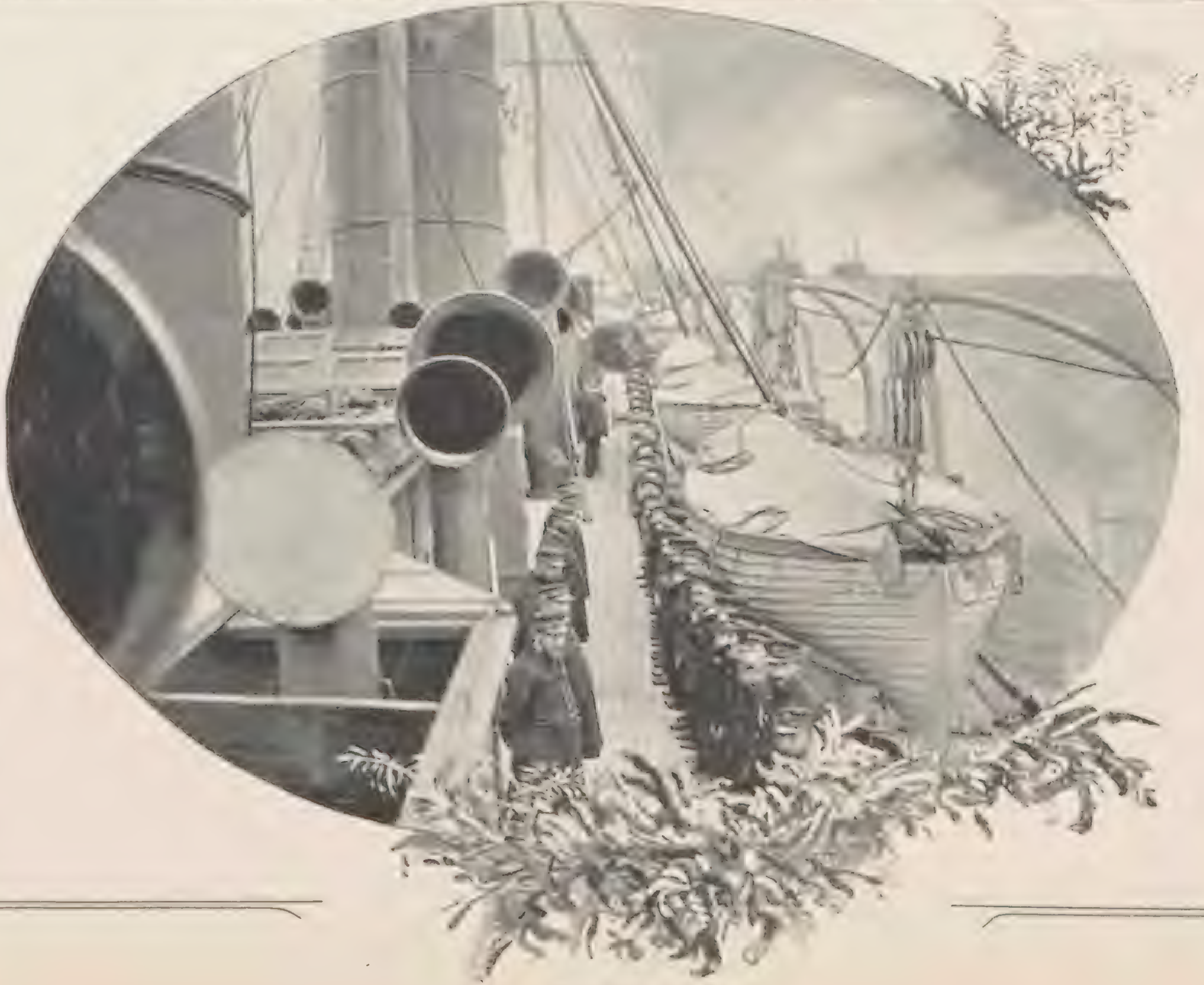
Wooden vessels, next iron, then steel; Paddle wheel, next screw, then twin-screws;
The "Britannia," 207 feet long; The "Servia," 515 feet long; The "Campania," 600 feet long;
The "Britannia," 740 horse-power; The "Servia," 9,900 horse-power; The "Campania," 30,000 horse-power,

and so on; but a glance at the diagram at the end of the book will give the details in greater clearness.

Let us now turn to other points of interest in connection with the History of the Cunard Company. From the day when the Company was founded until the present moment there has been an unbroken line of policy in the management. That policy may be summed up broadly in a few words—(1) To make everything subservient to safety; (2) To make each ship added to the fleet superior to those that had preceded it; (3) Never to adopt a new invention, or a new thing, until its utility had been proved and demonstrated by indubitable tests; (4) Always to have the best of everything, whatever the cost—the best material, the best officers and men—so as to keep up the best reputation.

On the question of safety, every passenger, past and present, or prospective, has a personal concern, and a little information as to the steps taken by the Company to ensure immunity from accident will not be without interest. In the first place they insist that the vessels shall not only be well built, but shall, if possible, eclipse the best built vessel afloat. To this end, during the whole process of building, every bolt, rivet, plate; every bit of material from keel to topmast, is examined and tested by competent men in the respective departments, in order that the least trace of defective material or workmanship may be detected, and if found, rectified. This keen watch is kept up until the last item that completes the perfected ship has been put in its appointed place. Before every voyage, a thorough examination of the ship is made — of store rooms, rockets and signals, doors and fastenings, watertight compartments; and from stem to stern there is not one single thing, from boiler to button, that is not in working order.

The Cunard Company make it imperative that every vessel shall be efficiently manned; that every one, from commander to the humblest of the crew shall have his strictly defined duties, and that for each post the man must be thoroughly competent. And not only this, but there must be unity of purpose and action among all on board. It has, therefore,



THE MUSTER ROLL.

always been a part of their system that every man on board the ship should be a member of some particular boat's crew, and that the crew of each boat should be formed from navigators, engineers, and stewards the three classes composing the ship's company. As soon as all are on board, each man is informed to which boat he is attached, and a metal badge is given him which bears its number, so that he may have no excuse for forgetfulness or mistake. When a vessel is ready to sail, but before the passengers are received on board, the muster roll is called, and then orders are at once given for boat service, the men breaking up into the necessary number of crews, each at his own station. In the case of large ships, like the "Umbria" for example, three minutes suffice to have her twelve boats in the water. After boat drill comes fire drill, each man at his appointed place, some with buckets, some with the hose, others with blankets, and others in readiness at the pumps. Then follows pump drill, and when it has been demonstrated that each pump is in working order, and that there is no water in the bilge, the men are dismissed—all clearly understanding their exact position and work, so that there may be no confusion or panic in the event of any sudden emergency.

The Cunard Company further insist that their vessels shall be carefully navigated. Their commanders and officers are all selected men of proved experience, theoretically and practically competent for the discharge of the momentous services entrusted to them, while the engineers in charge of the machinery are unsurpassed in their knowledge, vigilance and efficiency, and it is a *sine qua non* that every one connected with the sailing department must be of strong sight, and free from any form of colour blindness. Captains, officers, and engineers, are all subject to rules and regulations, laid down with such stringency, definiteness, and precision that they cannot be misunderstood, and are so framed as to be available in almost every circumstance that may arise. To avoid the risks that would be run if all vessels, both outward and homeward bound, were crowding along the most direct sailing track (a course which would render the occurrence of collisions a mere question of time), the Company laid down sailing lines—a given course which should not only keep the outward and homeward vessels apart, but should also keep both classes away from the ordinary highways of Atlantic navigation. At present the principal passenger lines to New York all follow the same tracks.

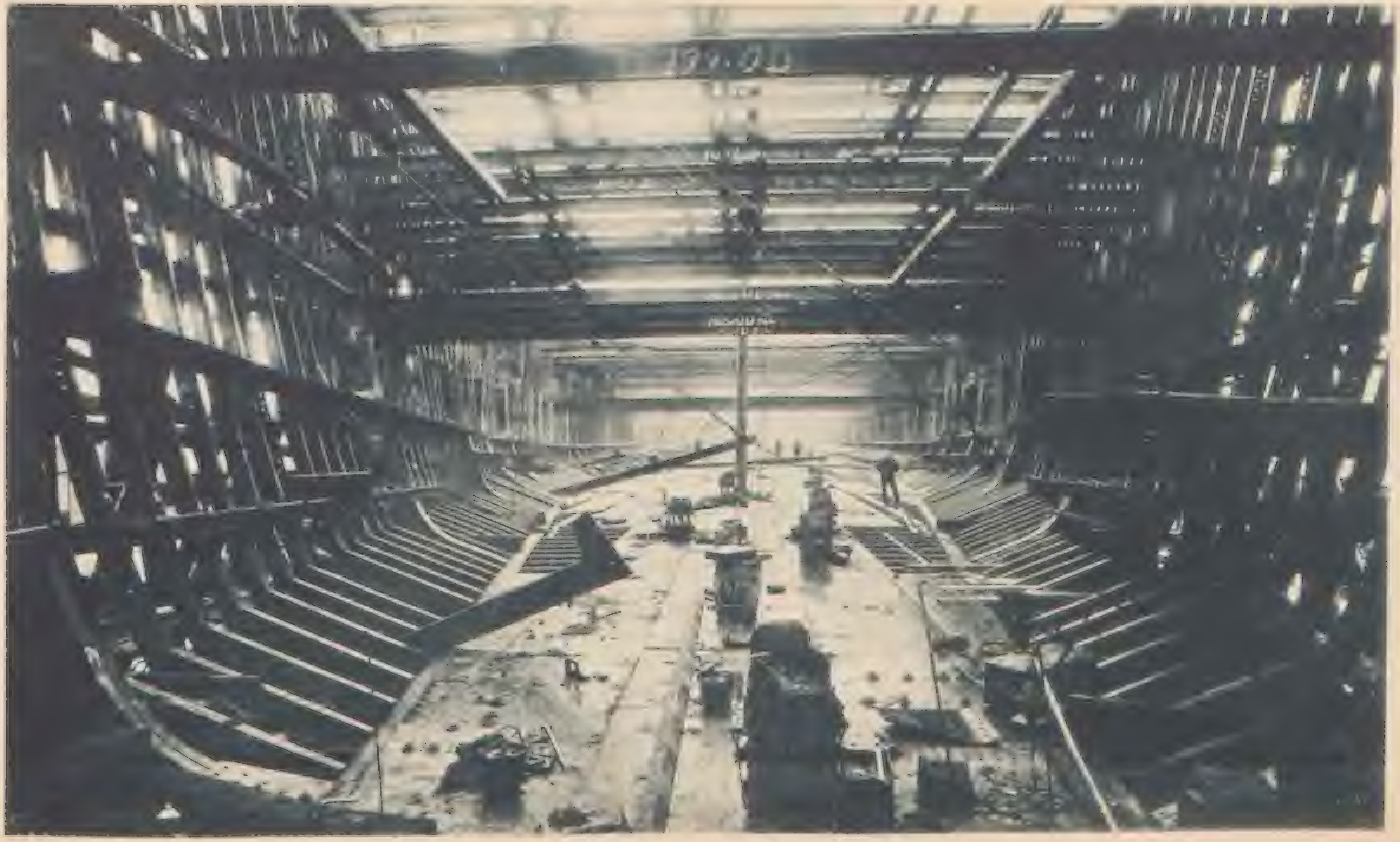
One feature in the discipline is punctuality. The ships sail, not merely to the day, but to the hour, and even to the minute of the advertised time, and throughout the voyage, bells ring, meals are served, and cabins cleared with the utmost precision. Assiduity is observed in everything. Engineers are at their stations ready to stop the machinery at any moment; men are on the "look out" in fine weather as well as foul; the men at the helm have an officer always at hand to check the steering; everything everywhere is in its proper place, all tackle is in order, all boats are free from encumbrance, and everything is ready for immediate action in case of need. Each day while the ship is at sea, the men whose duty it is to attend to the watertight

BOAT DRILL.—Boats out ready to lower.

doors are mustered, and every watertight door in the ship is closed, the chief officer and chief engineer reporting to the captain at 1 p.m. the condition of the doors in their respective departments. In approaching land in hazy weather the deep sea lead is kept constantly going, and in entering harbour seamen are to be found in both chains prepared to cast the lead on the lee or weather bulwark, according to the depth of water anticipated.

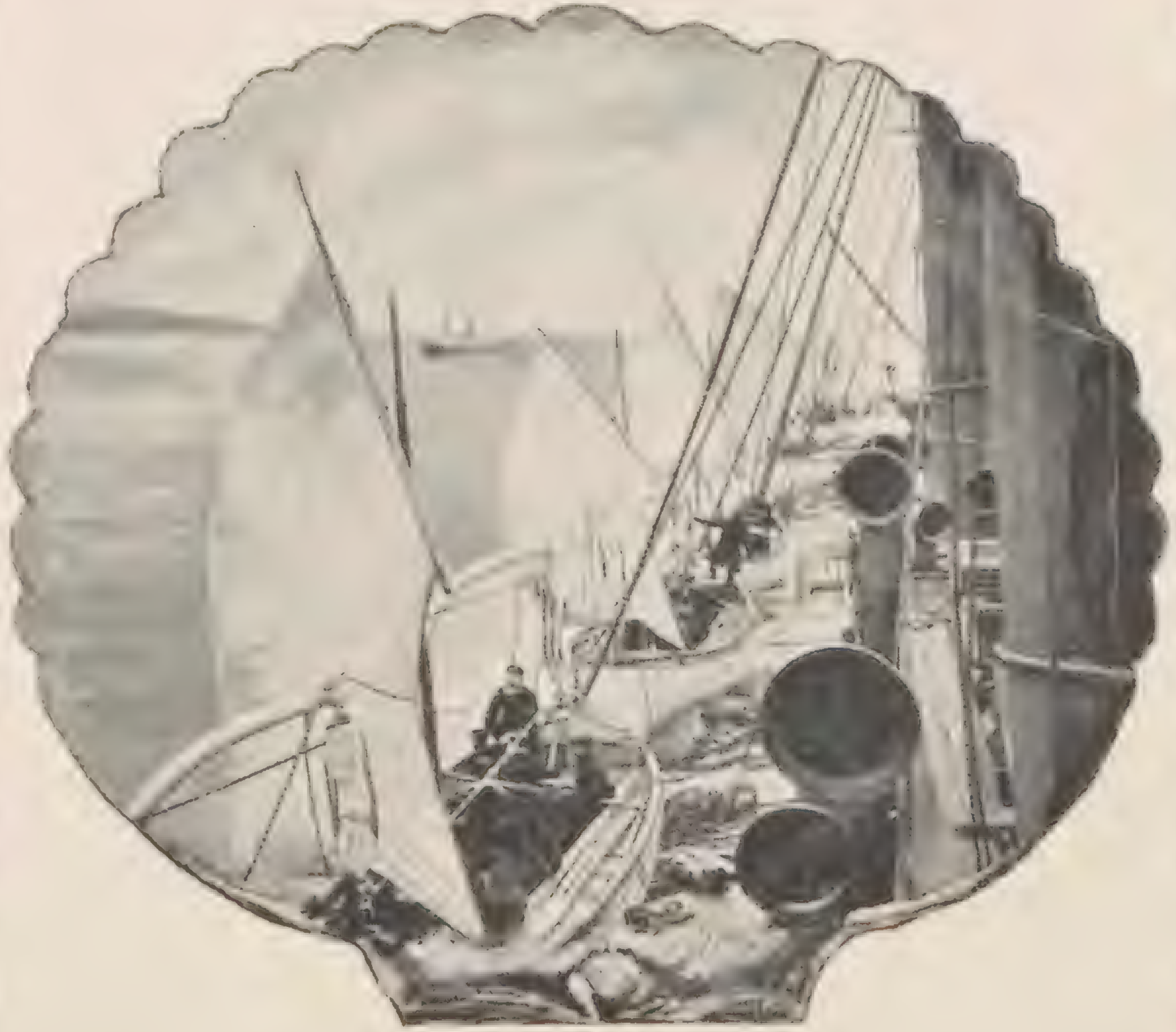
The most remarkable fact in connection with the History of the Cunard Company, is the wonderful immunity from accident, although hundreds of thousands of passengers, and untold millions of letters have been conveyed across the stormy Atlantic in their ships. The dangers have been manifold; high speed has been maintained, fogs, storms, and icebergs have been encountered, and yet there has been from the foundation of the Company to the present time, this marvellous exemption from misadventure, so that it became a popular saying that "the Cunarders were as safe as the three per cents," or as Mark Twain put it, "he felt himself rather safer on board a Cunarder than he did upon land." And this safety it is fair to assume is due in large measure to the precautions taken by the Company to prevent casualties, and to the rigour with which they are enforced. Safety has always been with them a higher consideration than speed, or comfort, or gain, or reputation for breaking records. From the first they determined not to attempt the impossible task of putting in the forefront both safety *and* speed. They took a defined sailing course to minimise the chances of collision, although it was eighty miles longer than the shortest route; they laid it down as a rule to go out of their way to avoid peril from floating ice, never to push on their vessels at the fastest revolution of the screw, nor to drive on through thick fog at a reckless speed.

We have only in these pages considered the History of the Cunard Company in its relation to the Atlantic trade, but it may be stated here, that they have in addition, a large steam fleet trading between Liverpool and the Mediterranean, and between Liverpool and France. The Company have, in all, a total number of 32 vessels, representing 112,000 tonnage, and about 120,000 horse-power. They employ about 6,000 men in navigating, loading, fitting and re-fitting this great ocean fleet, besides all those to whom employment is given in the work of constructing new vessels.



"THE CAMPANIA" IN FRAME.

The place where the large majority, in fact nearly all the great vessels of the Company have been built, is the Clyde, "the wee bit burn ca'd the Clyde," as the captain of a thirty-ton vessel described it a century ago, when he adventurously explored the river, and received the freedom of the city of Glasgow as a reward for his enterprise and daring. It is now the centre of the greatest shipbuilding industry in the world, and is lined with shipbuilding yards. More than half the iron steamers of the world are built on its shores. To the uneducated eye, a shipbuilding yard is a mass of disorder, iron beams, steel and iron plates, machinery and lumber. Thousands of men are at work somewhere, and on something —carpenters, joiners, boiler makers, engineers—and all are working to produce, in their different spheres, what shall result in one magnificent, scientifically adjusted whole. Our illustration facing page 22 will give some idea of the complicated work of modern shipbuilding. "Speaking generally, the architecture of an iron or steel vessel differs from that of a wooden one only in the material employed. A keel is first laid, but the timber is a heavy iron girder, in structure not greatly unlike that which may be seen on any iron railway bridge. Running out from this



BOAT SAIL DRILL.

keel laterally are the knees, or side timbers, made of iron or steel, constructed upon the same general pattern. Fastened to these, are great plates of iron of various sizes and shapes, but ranging generally from 12 to 15 feet in length, and in the later ships to 26 feet, by 3 or 3½ feet in width, and from three quarters to an inch in thickness. These plates are secured in their place by heavy steel bolts, driven through the holes that have been drilled to receive them, and riveted while red-hot, upon the inside.* Thus the shell of a steamer goes up until at length it stands upon its stocks, practically a shell of solid iron (or steel)†. When the shell has been completed, with its iron decks and its compartments, made water-tight by iron partitions, the carpenters begin their work, covering the decks with wood, building up with cabinet-work the cabins, state rooms, and pantries. Then come the fitters and the decorators, whose vocation in an ocean steamer is precisely the same as in a hotel or private dwelling house."

We have spoken of some of the officers and engineers, and a few words must now be devoted to another highly important department—the steward's. The chief steward has no easy time of it. His reckonings may be out, and through no fault of his own. He has so many saloon passengers on board, and they require so many meals per day, and for so long a time. If the

TAKING THE PILOT ON BOARD.

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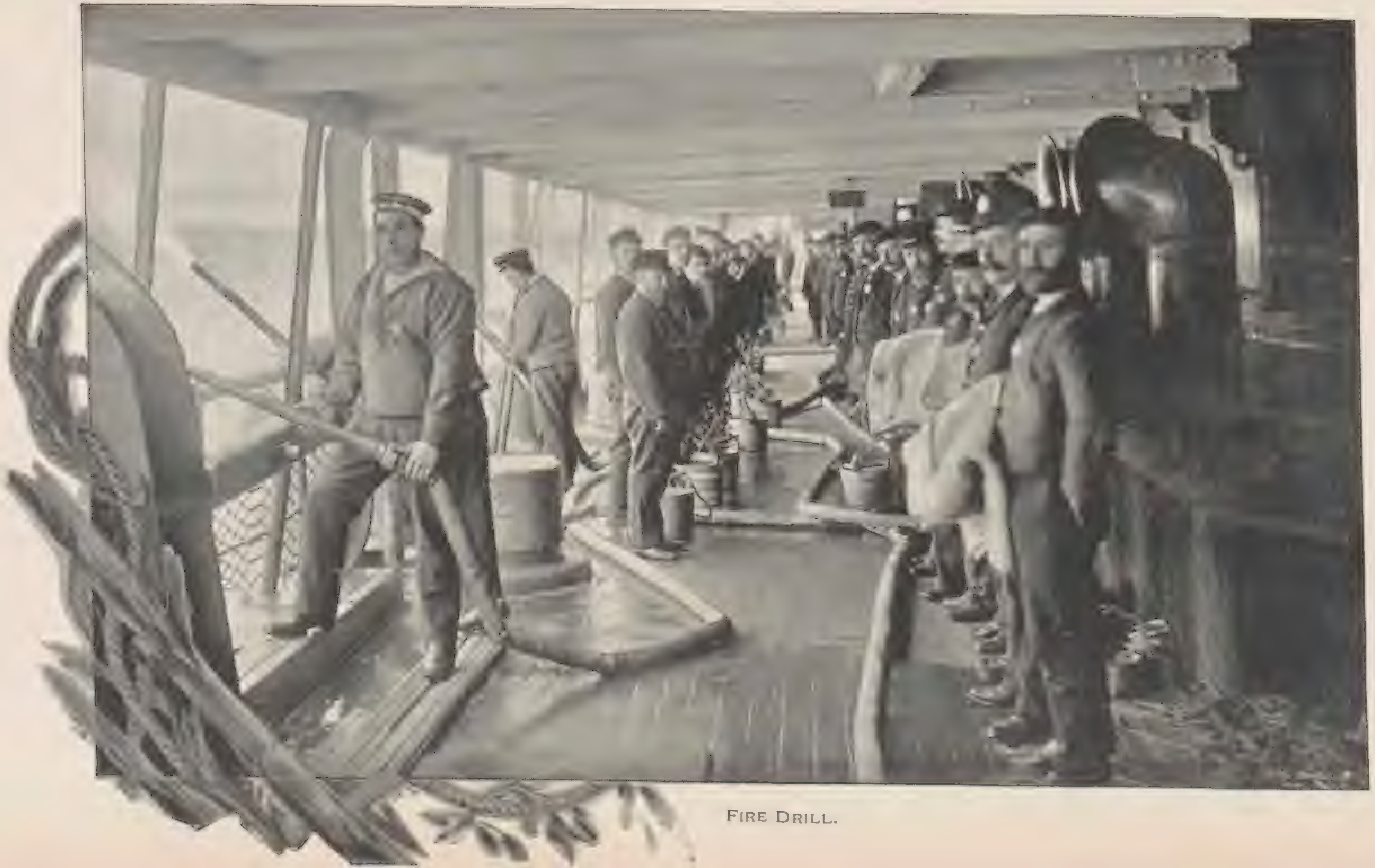
* On such a vessel as the "Servia" there are about 15,000 of these plates of various shapes and sizes.

† See illustration facing page 27.



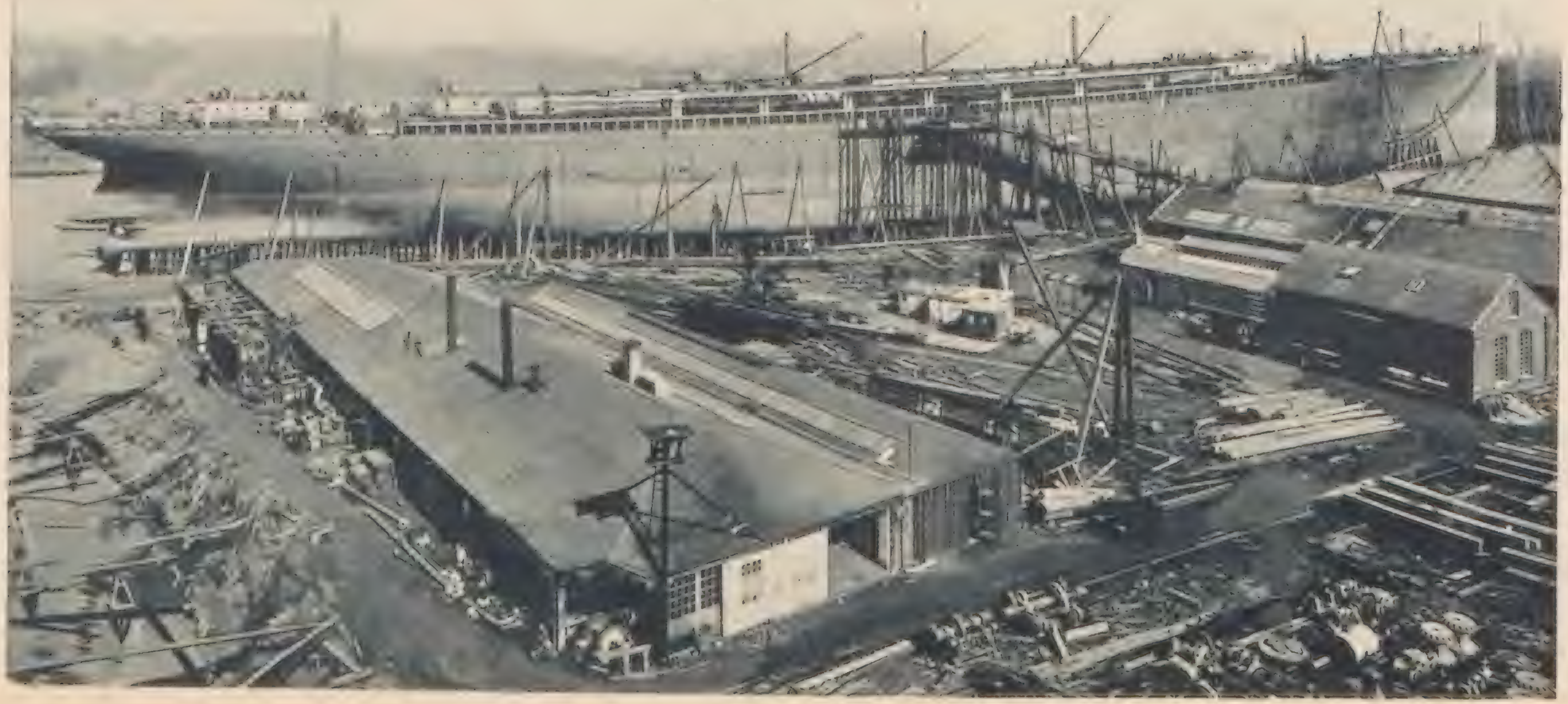
FIRE DRILL.

weather be rough, justice is not done to his providing; if it be smooth, ample justice is done to every meal. If the passage be quick, provision will only be required for six or seven days; but if a shaft should break he must have provisions for ten days, a fortnight, or even three weeks, and, as a matter of fact, the ship is generally so provided. A few figures will best explain how the steward of the "Etruria" provided on an ordinary summer voyage for 547 cabin passengers and a crew of 287 persons under his care, and increasing these proportionally will give an idea of the provisioning of the "Campania"—12,550-lb. fresh beef, 760-lb. corned beef, 5,320-lb. mutton, 850-lb. lamb, 350-lb. veal, 350-lb. pork, 2,000-lb. fresh fish, 600 fowls, 300 chickens, 100 ducks, 50 geese, 80 turkeys, 200 brace grouse, 15 tons potatoes, 30 hampers vegetables, 220 quarts ice cream, 1,000 quarts milk, and 11,500 eggs (or at the rate of one egg per minute from the time the ship sails from Liverpool until her arrival in New York). The quantities of wines, spirits, beer, etc., put on board for consumption on the round voyage comprise 1,100 bottles champagne, 850 bottles claret, 6,000 bottles ale, 2,500 bottles porter, 4,500 bottles mineral waters, 650 bottles various spirits.

THE BARBER'S SHOP.

An interesting feature in connection with the Cunard vessels must not be overlooked here. The "Umbria," "Etruria," and "Aurania," were the first ships subsidised by the Government as mercantile armed cruisers. The suggestion of the adaptation of merchant steamships for war purposes was made by Sir John Burns, the Chairman of the Cunard Company, in an article in the *Nautical Magazine*, June, 1878, but the Admiralty did not see their way to adopt the principle until 1887.

To the latest evolution in the science of marine engineering, and to the greatest enterprise in the History of the Cunard Company—the building and fitting of the "Campania" and "Lucania"—we shall devote a special space.



"THE CAMPANIA" ON THE STOCKS.

THE "CAMPANIA" AND "LUCANIA."

On the 8th of September, 1892, and on the 2nd February, 1893, in the presence of many thousands of interested, and some anxious, spectators, there were launched at Govan on the Clyde, from the yard of The Fairfield Shipbuilding and Engineering Company, Limited, the "Campania" and "Lucania" respectively, the biggest vessels—with the single exception of the "Great Eastern"—that have ever been constructed in any public or private shipbuilding establishment in the world. The launching ceremonies were performed in the presence of probably the largest gatherings of shipbuilders, engineers and men of mark in the shipping world that had ever assembled on such occasions.

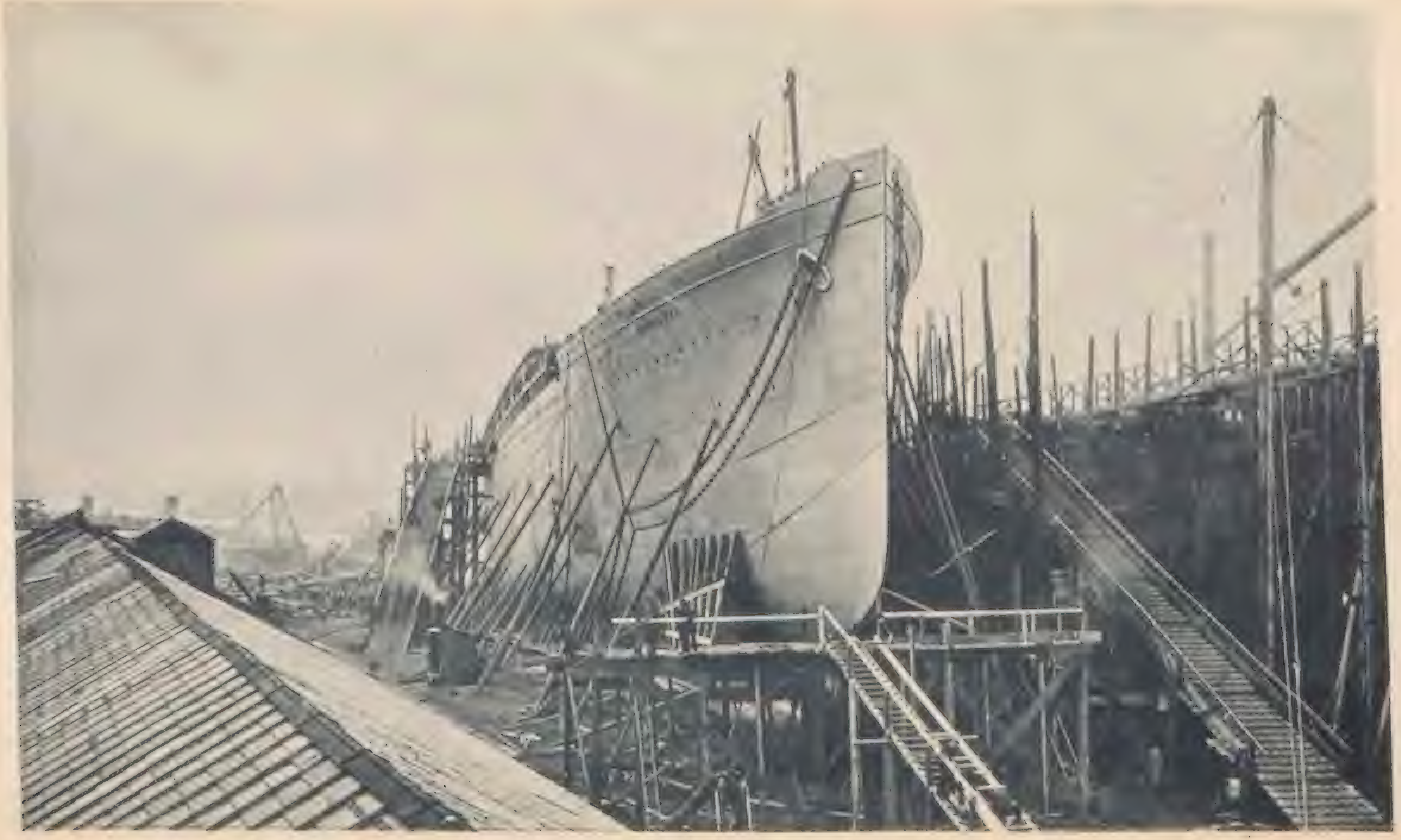
The huge masses of steel moved in slow and stately style along the ways until they reached the water, where steamers were ready to tow them into the Company's dock to be berthed and fitted for sea, at a specially prepared jetty. To those who are interested in scientific detail we commend the following:—

THE LAUNCH OF THE "CAMPANIA."

OFFICIAL DESCRIPTION OF THE "CAMPANIA."

Length over all, 620 feet; breadth extreme, 65 feet 3 inches; depth from upper deck, 43 feet; gross tonnage, 12,950 tons. The vessel has a straight stem and elliptic stern, topgallant forecastle and poop, with close bulwarks all fore and aft, the erections above the upper deck consisting of two tiers of deckhouses surmounted respectively by the promenade and shade decks. She appears in fore and aft rig, with two pole masts. In view of the gigantic proportions of the ship, it will be readily understood that the greatest care has been necessary both in the method and details of construction, in order that the requisite strength might be maintained throughout the entire structure. All the scantlings have been specially arranged, and every advantage taken of the improved sections of steel known as channel and zed bars, &c., in order to increase the strength without adding unnecessarily to the total weight. The vessel has been built under a special survey, and takes her place in the highest class at Lloyd's. The bulkheads, sixteen in number, are in excess of the recommendations of the recent Board of Trade Committee on the fitting and spacing of watertight bulkheads, and they will enable the vessel to float with any two, or in some cases three, of the compartments open to the sea. In addition to these qualifications the Admiralty requirements for armed cruisers in times of war have been complied with. The decks have been specially arranged and strengthened to carry guns, and steering gear of a special type fitted under water. Arrangements have also been made for the protection of the vital parts of the ship. The keel is of the flat-plate description, and a cellular double bottom, fitted with draining and flooding arrangements to make it available for water ballast, extends all fore and aft. The shell plating, which is in lengths of 26-ft. and over, is fitted on the lap-butt principle from the keel plate up to about the water line. Above that the plates are butted and fitted with double straps. The construction of the vessel at the stern is peculiar. Although fitted with twin screws, there is an aperture in the stern frame similar to that in a single screw steamer. This is provided that the propellers may work freely, though they are fitted close to the centre line of the ship in order to prevent damage to or from the quay walls. No struts are fitted at the stern frame to support the outer end of the shafts as in most other twin screw steamers. These are in the present case dispensed with, and the frames of the hull are bossed out and plated over right aft to form the stern tubes. At the outer ends of these, strong castings of steel serve the purpose of shaft brackets, and being in continuation of the lines of the hull are calculated to offer the least resistance to free propulsion. The rudder, which is fitted entirely under water, is of the single plate type, being formed of a heavy steel casting with massive arms, between which a thick plate is fitted and riveted. The whole arrangement, therefore, of the "Campania's" stern impresses one as uncommon in other respects than that merely of size.

Besides the superstructure already mentioned there are four complete tiers of beams, all of which are plated over with steel, and sheathed with wood planks, and form what are termed the upper, main, lower, and orlop decks. The last is used for cargo, refrigerating chambers, store-rooms, etc.; while the others are entirely devoted to the accommodation of passengers, and contain the usual dining and social saloons. All the latest improvements are introduced, and everything calculated to render ocean travelling more comfortable and enjoyable provided. The casings around the boiler-rooms are double, the intervening spaces being filled with a material which is at once a non-conductor of heat and sound. The "Campania" is thoroughly ventilated by both natural and artificial means. The greater number of the sidelights are fitted with an arrangement for the free admission of air, even when during rough weather the lights are closed. A complete system of steam heating pipes provides for the warming of all "the living spaces." There is also an installation of electric light on the most extensive scale. The "Campania" has



"THE CAMPANIA" READY FOR LAUNCHING.

IN THE STOKE HOLE.

two sets of the most powerful triple expansion engines that have ever been constructed. They are fitted with two separate engine-rooms on either side of a dividing centre line bulkhead fitted with watertight doors for the purpose of communication. Each set has five inverted cylinders—two high pressure, one intermediate pressure, and two low pressure, the high pressure pair being above the low pressure ones. These are arranged to work on three cranks set at an angle of 120 degrees from each other, and all have the same stroke. The high pressure cylinders are each fitted with a piston valve, the intermediate and the low pressure ones with double-ported slide valves, all of which are worked by the usual double eccentrics and link motion valve gear. The reversing engines are of the steam and hydraulic direct-acting type, made by Messrs. Brown Brothers & Co., Edinburgh. The reversing engines are also fitted with their patent automatic emergency gear. The crank shafts, which are all built, are interchangeable, and like the tunnel and propeller shafting, are of mild steel, forged by Messrs. Vickers, Sons & Co. (Limited), Sheffield. The condensing water is circulated through the condensers by four large centrifugal pumps, each driven by an independent compound engine. These pumps may also, if required, be used to pump water from the ship in case of damage to the hull. An elaborate system of piping is fitted throughout the ship, and connected to the various auxiliary pumps for filling and emptying the ballast tanks, pumping out bilges, pumping water on deck in case of fire, and other purposes. In the engine-

> room are also four evaporators to produce the necessary fresh water from sea water, and thereby make up the loss incurred through working, and avoid the use of salt water in the boilers. There is also a large feed water heater, two auxiliary condensers with pumps, and all the most modern appliances to economise fuel and labour. Steam for the main engines is generated in twelve large double-ended boilers. There is also a large single-ended boiler for supplying steam for the electric light, refrigerating and other auxiliary machinery. In addition, a small single-ended boiler is fitted on the lower deck for supplying steam to the distilling condensers, heating pipes, &c. The main boilers are arranged in two groups, having one funnel for each group.*

These ships are 40 feet longer and of greater beam than any ship afloat, and only fall short by 72 feet of the proportions of that leviathan, the "Great Eastern." When fully loaded with cargo, passengers, and stores, their displacement reaches 19,000 tons, or about 3,000 tons more than that of any other vessel now afloat, merchant vessel or man-of-war. While the hulls of the vessels are almost unrivalled in size and in the accommodation they afford, the machinery by which the floating cities are propelled is unique for its magnitude and skill in construction. The two sets of triple-expansion engines in each ship—the most powerful that have ever been made—develope the enormous amount of 30,000 indicated horse-power. (It is amusing to remember that the first vessel of the Cunard Line showed 740 horse-power). The "Great Eastern" showed only 6,000 indicated horse-power; and in this respect, therefore, the "Campania" and "Lucania" surpass every steamer, past or present, previously built, and as their lines are perhaps the most perfect yet designed, their speed should be proportionately great.

The funnels of the new vessels from their lowest section are 120 feet high, or about the height of the Eddystone Lighthouse, and their diameter 20 feet.

The estimated number of voyages to the Westward made by the Cunard steamships from 1840 to January 30th, 1893, is 4,110, covering a distance of 24,660,000 miles.

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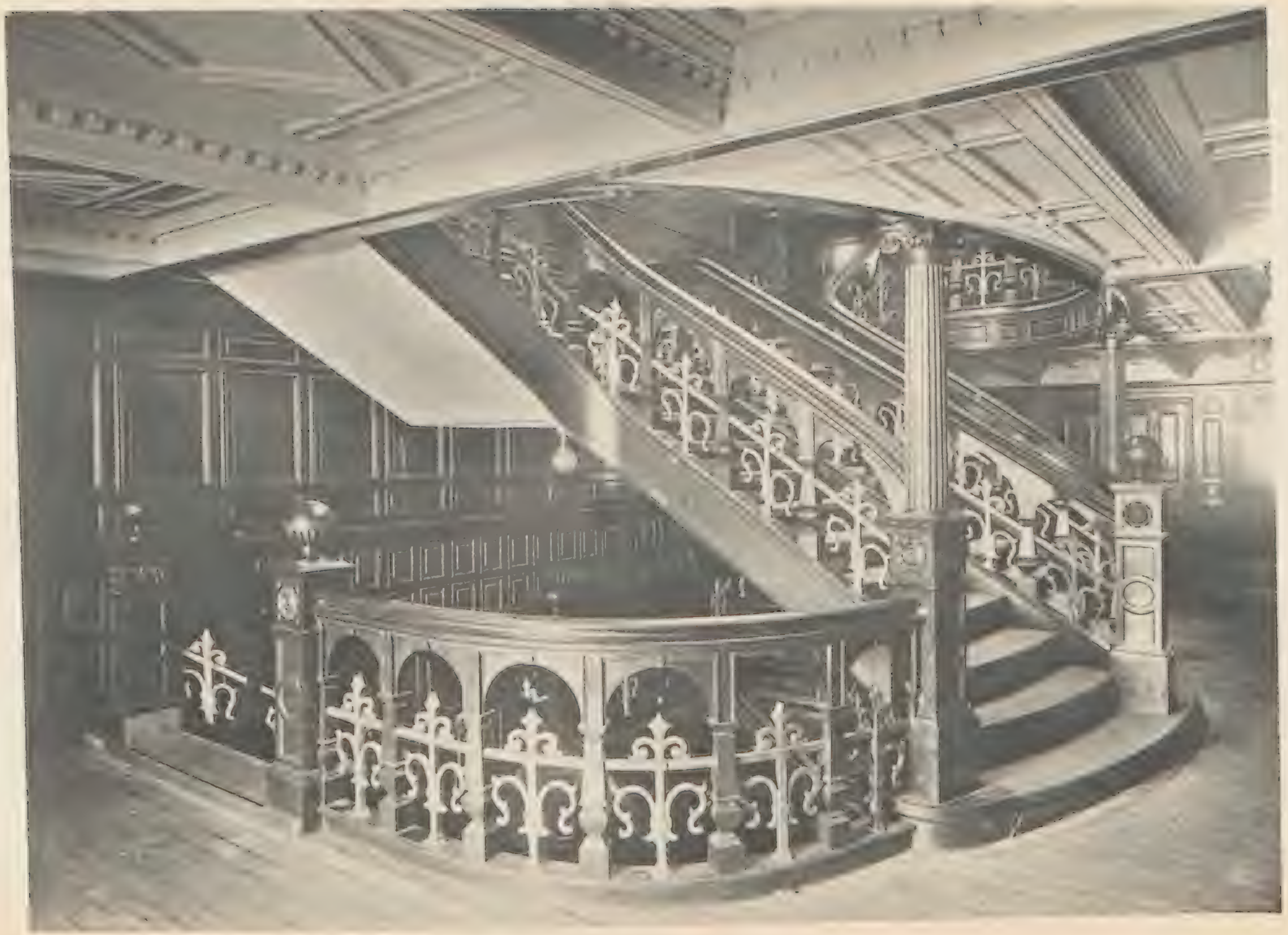
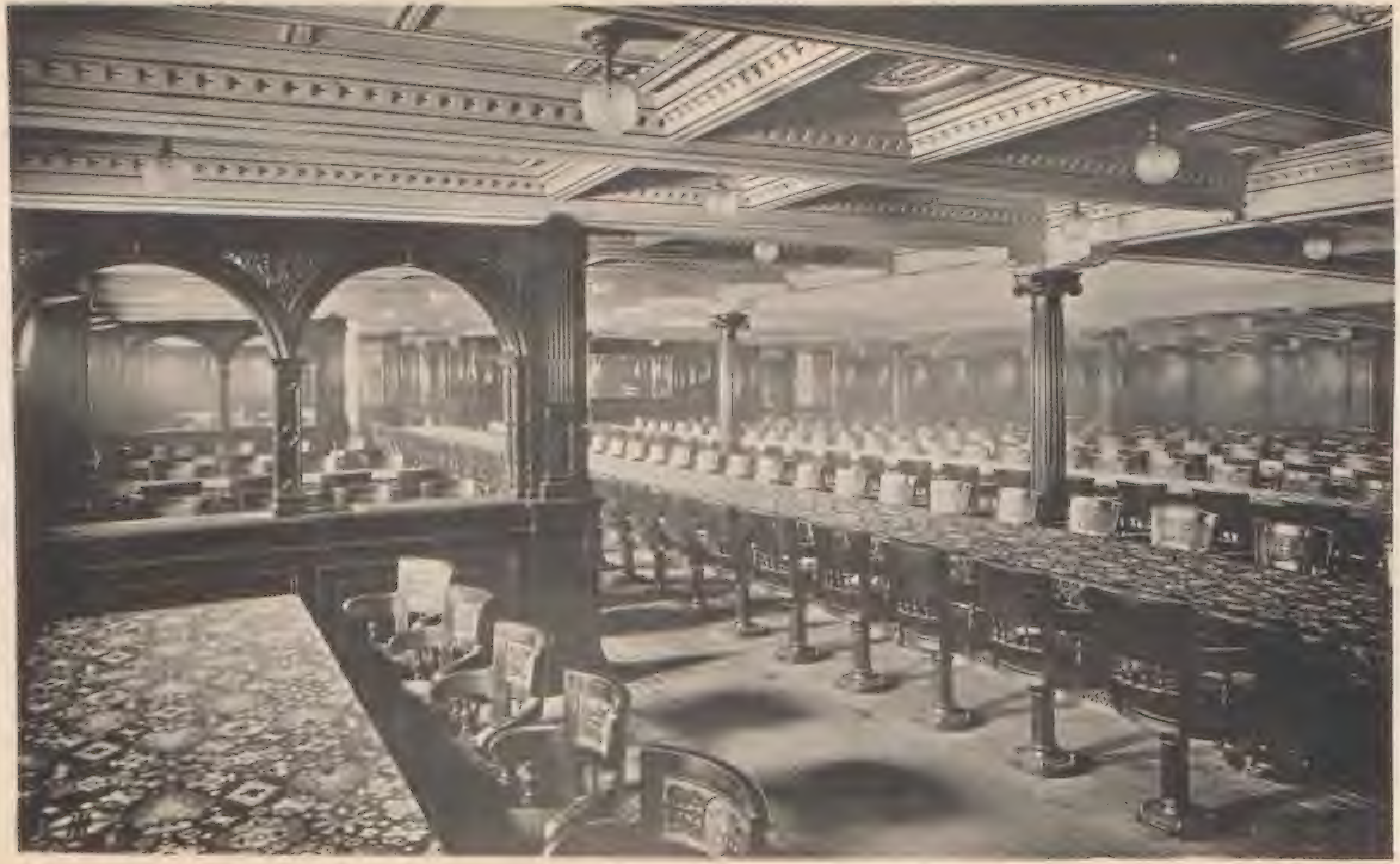
* The above description applies also to the "Lucania."

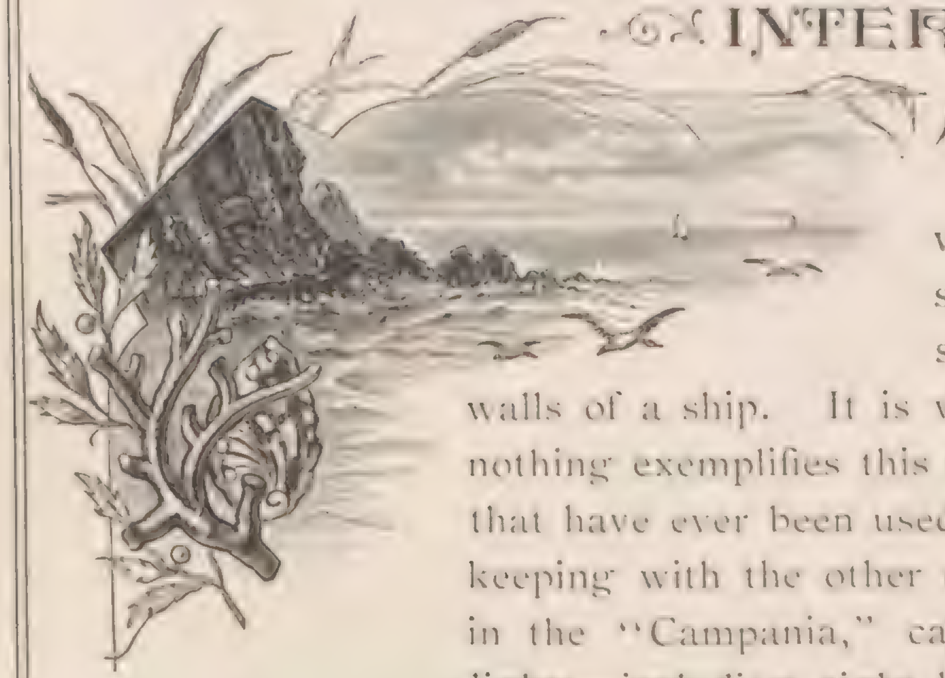


"THE CAMPANIA". MAIN STAIRWAY.



"THE CAMPANIA". DINING SALOON 1st CLASS.

INTERIOR OF THE "CAMPANIA."



THE "Campania," the most magnificently appointed passenger vessel in the world, has been fitted up with a view to the greatest possible luxury combined with comfort, strength, durability, and perfect sanitary arrangements. The grand saloon, drawing room, library and smoking rooms are noble in their proportions, and suggest the stately chambers of a palace rather than accommodation within the steel walls of a ship. It is worthy of special notice that comfort has been studied in every detail, and perhaps nothing exemplifies this more than the fact that in all the principal rooms there are coal fire grates, the first that have ever been used on board steamships. The electric installations made by Messrs. Siemens are in keeping with the other marvellous details of "the big Cunarder." There are four sets of generating plant in the "Campania," capable of supplying throughout the ship the 1,350 16-candle power incandescent lights—including eight large reflectors of eight lights each for working cargo—and in addition a powerful search-light for facilitating the navigation of the ship into port, etc. Wire to the length of 40 miles runs through the ship.

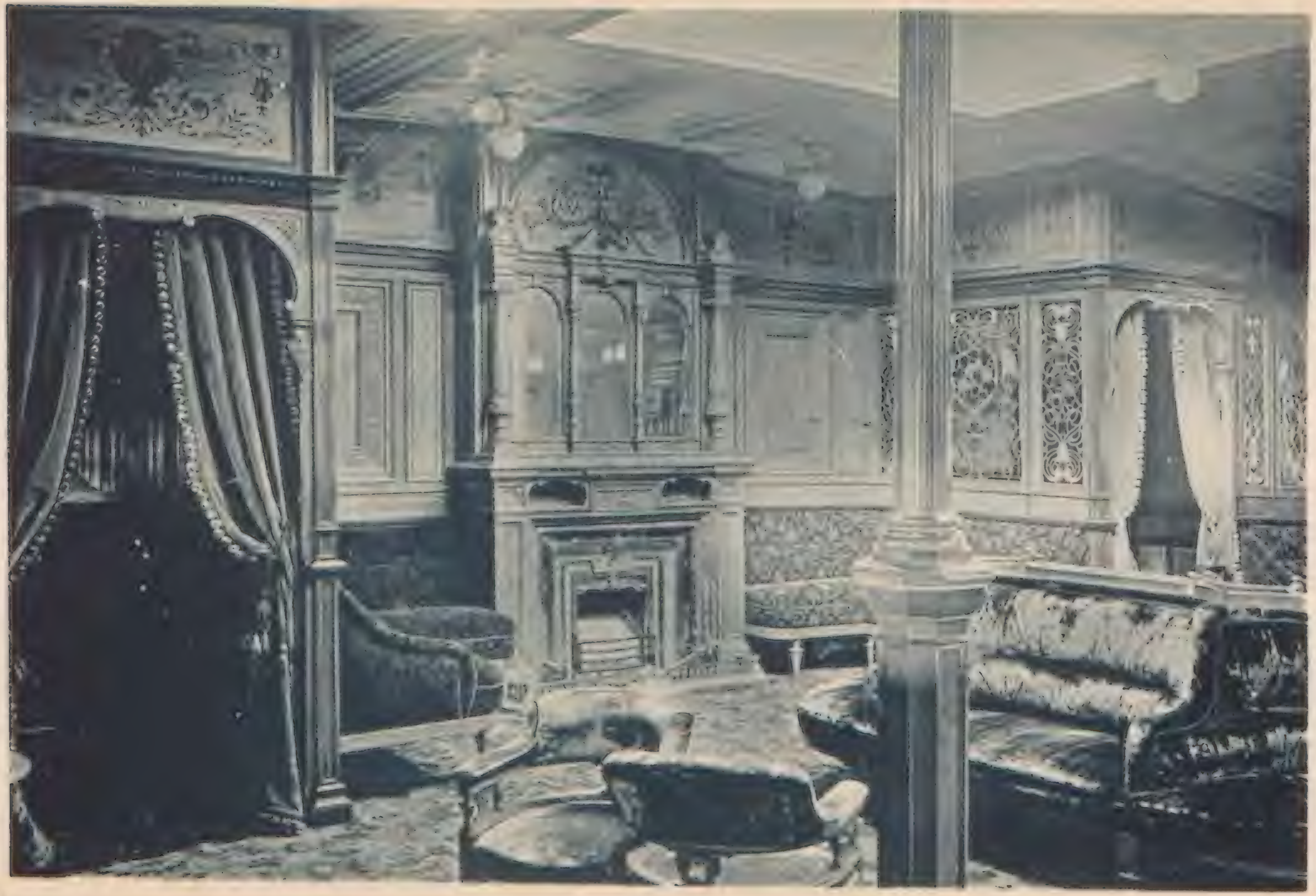
THE GRAND ENTRANCE to the Main Staircase is on the promenade deck and is entered by large double doorways. It is well lighted; the ceiling is ivory colour and the woodwork of teak, including the balustrade which is richly decorated between the arches with metal ornaments.

From this spacious Entrance Hall two vestibules forward, one on either side, lead to the Drawing Room, and two passages aft to the Smoking Room.

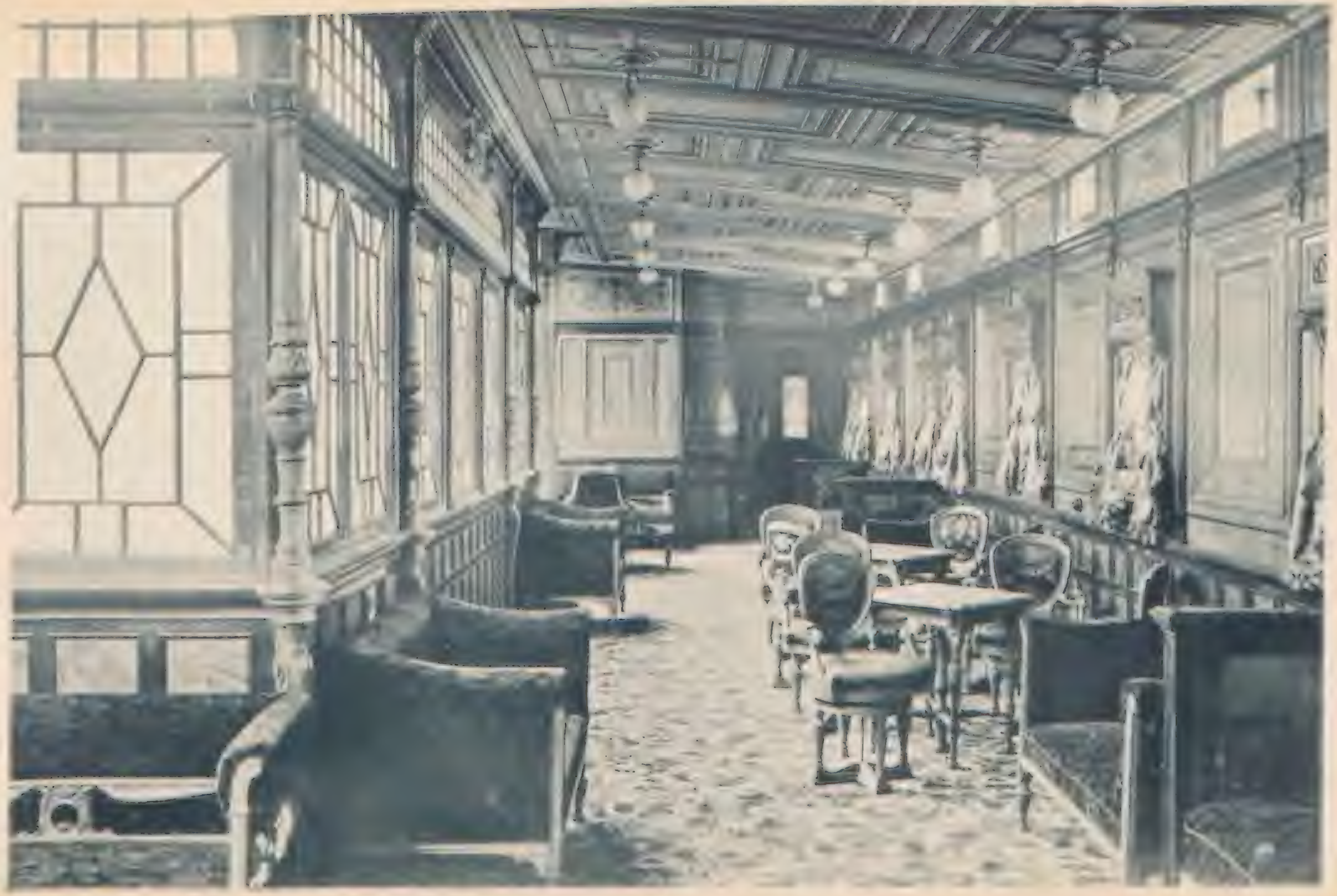
Descending the broad and handsome staircase, the upper deck landing, also furnished in teak, is reached. Here two fine doorways open on to the upper deck, and four passages lead, fore and aft, to the State-rooms. Descending again to the main deck the staircase terminates at the two principal entrances to the vast Dining Saloon.

IN THE GRAND SALOON a startling surprise awaits the visitor. He has before him a magnificent Hall, in the modified Italian style, 100 feet long by 63 feet broad, with seats at table for 430 passengers. The grand mass of dark mahogany, richly carved, composing the walls; the delicate panelling of the ceiling in white and gold, with electric lights in the centre of each panel; the great crystal dome rising in the centre of the room through the two decks above to an altitude of 33 feet; the splendid upholstery finished in dark russet velvet; and the graceful arches of ivory and gold with the frieze above them surmounted by the brilliant stained-glass colour of the dome; have altogether a most striking and impressive effect. Not only in the Grand Saloon, however, but in all the principal rooms, and in fact throughout the ship, exceptional as is the beauty of the appointments, and vast as is the scale on which everything has been arranged, the primary consideration has been the comfort of the passengers; and everywhere utility, ease, warmth, light and ventilation are to be found in perfection.

THE DRAWING ROOM, on the promenade deck, has four entrances and is a spacious and lofty room in the Renaissance style, with walls of satinwood and cedar, enriched with beautiful carved work. It receives abundant light from two skylights, from the sides of the great dome, one of the most striking features of the vessel, and from prism lights and windows along the sides of the room. The windows are of great strength, set in brass frames opening from the inside, and have ventilators above, which can be regulated so as to admit fresh air in all weathers. The sides of the dome, which rises through the centre of the room, are of satinwood panels, relieved with cedar to a height of four feet, over which are arched casements of bevelled glass. The frieze is surmounted by an ornamental cornice. The ceiling is panelled on simple lines, and painted in light tones, the dividing beam mouldings meeting the pilasters on the frieze. On either side of the fireplace are recesses, round which are cosy settees covered in rich dark velvet. These recesses are arched with cedar mouldings and draped with rich portieres. The stained glass in the sides, carried out in carved lines and flower centres, is of fine quality, colour having been discriminately used and the tints arranged with subtle effect and tone. At the after end the two entrances are arched and draped in similar style. The mantelpiece is elaborately carved and surmounted by arched mirrors, and the ornamental frieze above the rich wood panelling



THE "CAMPANIA." DRAWING ROOM 1st CLASS.



THE "CAMPANIA." DRAWING ROOM 1st CLASS.

of the walls is executed in stained woods, in harmony with the other embellishments. The grate, built in, and protected with asbestos, has a sliding blower, and the fender and other fittings are of brass, highly finished, the hearth being laid with Anglo-Persian tiles. The Organ is of the same woods as the surroundings, the gilded pipes rising to the height of the frieze, and the keyboard having a panelled cover which slides out of sight. The Grand Piano stands opposite, of satinwood, designed and, like the organ, specially made to the orders of the Company. The furniture is all in satinwood, upholstered in a variety of superb coverings; a heavy pile carpet covers the floor, and about the room are ottomans, settees, revolving chairs, card tables, and everything that can conduce to pleasure and comfort.

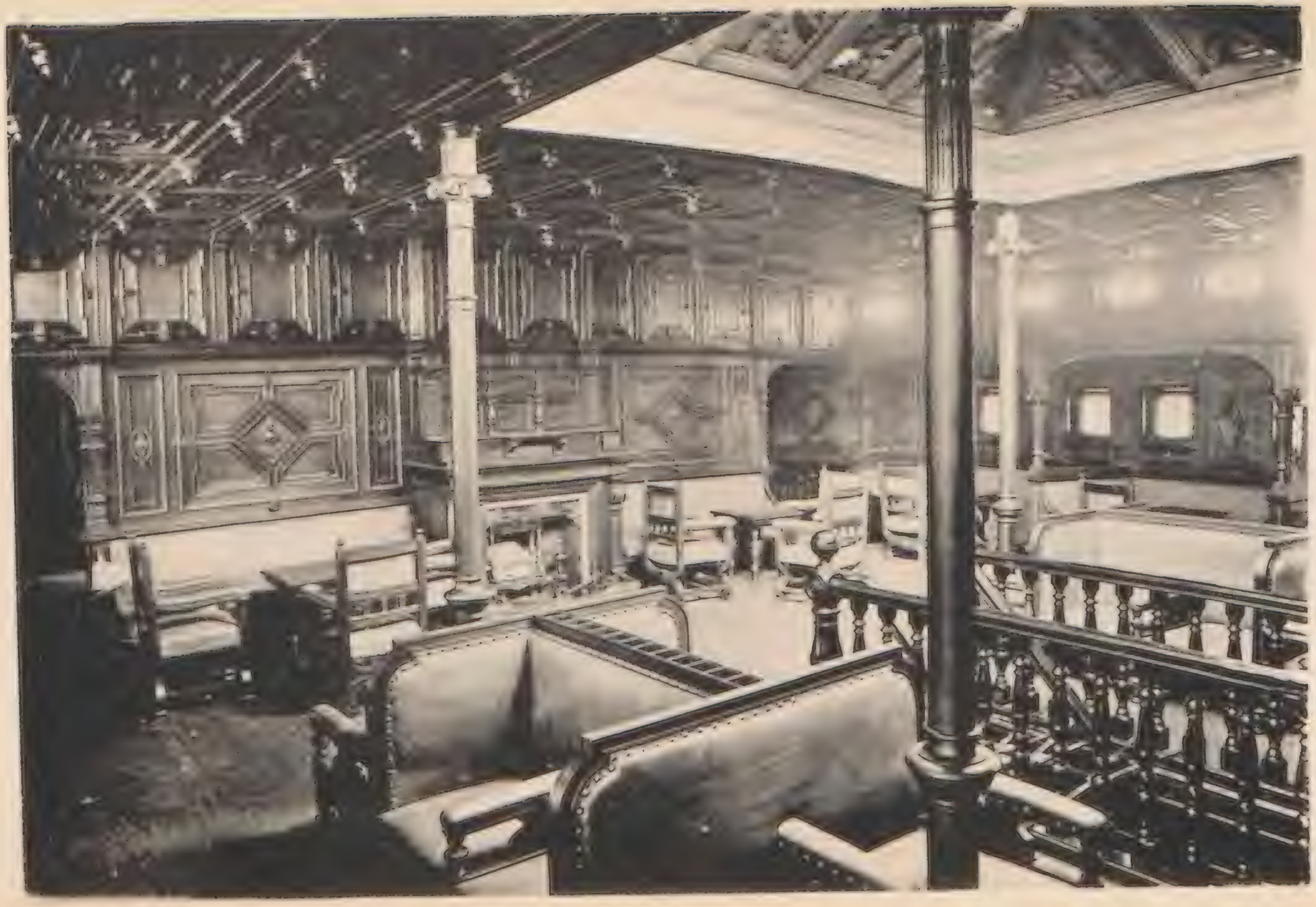
THE FIRST-CLASS SMOKING ROOM, entered from the promenade deck and also from passages leading to the Grand Entrance, is built entirely of fumed oak and is fitted up in the Elizabethan style. It has a coach roof and piazza arrangement along the sides, with table in each recess fitted round with settees covered in hogskin. The ceiling is divided into panels by moulded beams with bosses. The fireplace has sides and hearth of blue tiles fitted with dog-grate and accessories, all of solid bronze. Asbestos is also applied here as a precaution. The overmantel, which is elaborately carved, reaches the ceiling." On each side of the fireplace are settees with tables and chairs in front. The Bar is at the opposite end of the room. The abundant sitting accommodation, includes two large ottomans divided into luxurious lounges. The room is lighted by a large skylight, by prism lights in the frieze over the recesses, and by windows in the sides which are fitted with blinds and have ventilators above. Altogether, the effect is most inviting and the room a most comfortable retreat.

THE LIBRARY, at the forward end of the promenade deck, differs in form from any of the other rooms. It is fitted in mahogany, of a rich colour, delicately carved, and relieved with panels of amboyna wood. Under the windows are placed tables with morocco tops for writing or reading, and fitted with stationery cases containing every requisite to tempt correspondents. To each of these tables are fixed revolving chairs. The large bookcase follows the shape of the end of the room and extends across nearly its whole breadth. It is richly carved and panelled with amboyna, the upper portion being fitted with glass doors and ornamental astragals. Large ottoman lounges, in Mecca and other velvet coverings, are fixed between the pillars supporting the roof. The ceiling is of carved wood, painted in light tints. The floor is laid with parquetry, and covered in the centre with a Persian carpet.

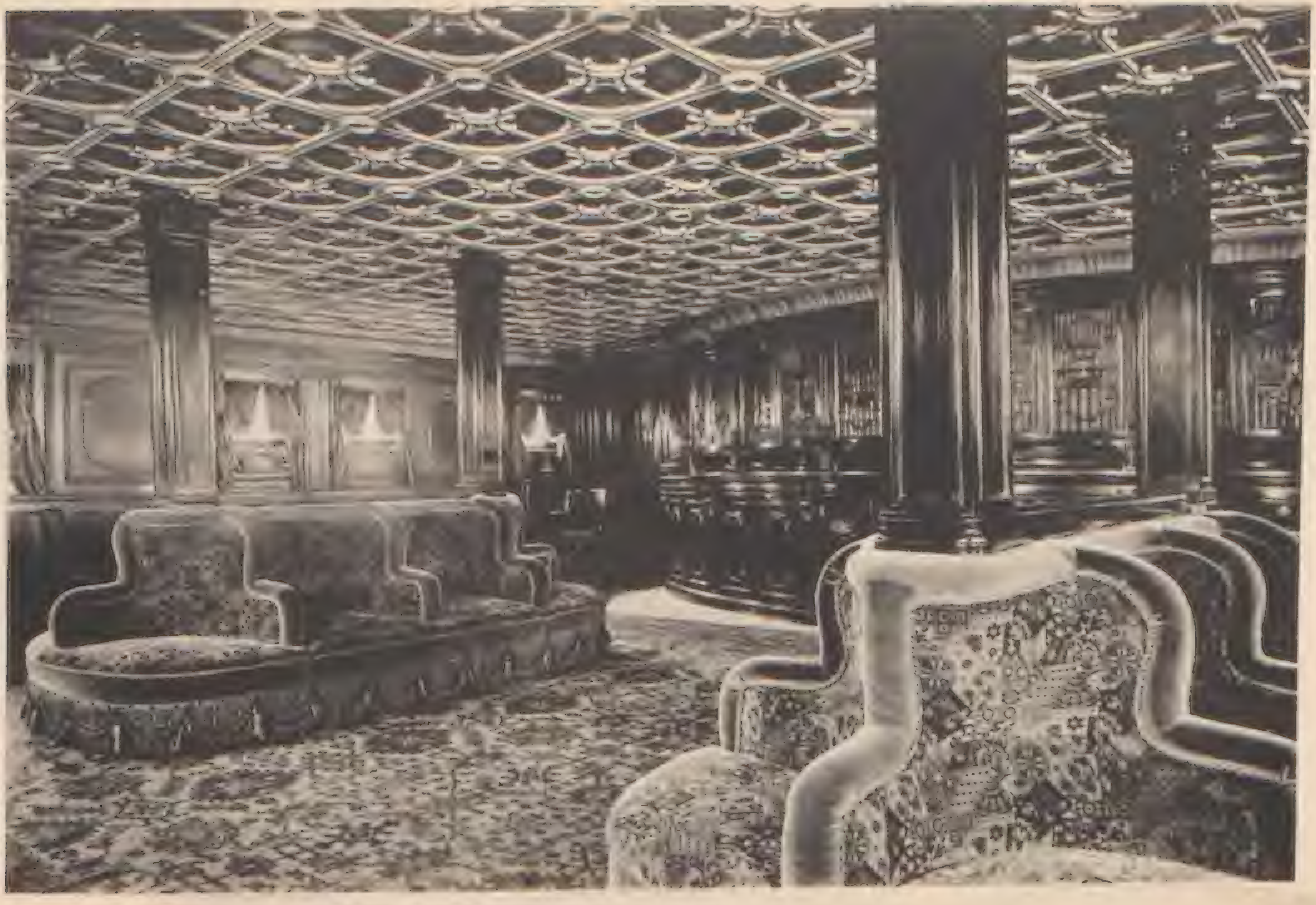
THREE CLASSES OF PASSENGERS are carried by the "Campania," namely, First, Second, and Steerage; and roughly speaking there is accommodation for about 1,400 passengers, and 400 crew. The steerage quarters are forward, the second class aft, and the saloon amidships.

THE SECOND CLASS CABINS are so finely fitted that they are equal to the saloon accommodation on many other ships. There are about fifty state rooms in the part of the vessel devoted to the second class, together with a handsome Dining Saloon in oak wainscot; an elegantly furnished Drawing-room in satinwood; and a comfortable Smoking-room.

THE STEERAGE ACCOMMODATION is in every respect excellent, and far in advance of that usually provided.



"THE CAMPANIA". SMOKING ROOM 1st CLASS.



"THE CAMPANIA". THE LIBRARY.

These Steamers have, for over Fifty Years, an unequalled record for the safety and comfort of their passengers, and take specified tracks on the Outward and Homeward Voyages, as adopted by all the leading Companies.

New York Saturday Mail Service.

Sailing from New York and Liverpool every Saturday, calling at Queenstown.

"CAMPANIA"	12,950 TONS	CAPT. HAINS, R.N.R.		"ETRURIA"	8,119 TONS	CAPT. WALKER, R.N.R.
"LUCANIA"	12,950 ,,	,, H. MCKAY, R.N.R.		"UMBRIA"	8,127 ,,	,, DUTTON.

Saloon Rates.	Single Tickets	from $60 to $175 or £12 to £35.
	Return Tickets	,, $120 to $315 or £22 to £63.

According to the season of the year, the location of the room, and the Steamer chosen. Children between two and twelve, Half Fare.

Second Cabin Rates.	Single Tickets	from $40 to $60 or £8 to £12.
	Return Tickets	,, $75 to $110 or £15 to £22.

Summer Season begins on the 16th April and ends 15th October. Winter Season begins on the 16th October and ends 15th April.

Steerage Rates. Vary according to Ship and Season.

Holders of Prepaid or Return Tickets require to exchange them when engaging berths.

Passengers booked through to all points in the United States and Canada, also to Europe, China, Japan, New Zealand, and Australia.

Agents in all the Cities of the United States, and in nearly every town in Great Britain and Ireland.

For further particulars apply at the Company's Offices in New York at 4 Bowling Green; in Boston at 99 State Street; in Chicago at 131 Randolph Street; in Havre at 21 Quai d'Orleans; in Paris at 38 Avenue de L'Opera; in London at 13 Pall Mall, S.W., and Palmerston Buildings, 93 Bishopsgate Street, E.C.; in Manchester at 18 Brazenose Street, Albert Square; in Glasgow at 30 Jamaica Street; in Queenstown at Scott's Square, or to

The Cunard Steamship Company, Limited, 8 Water Street, Liverpool.

These Steamers have, for over Fifty Years, an unequalled record for the safety and comfort of their passengers, and take specified tracks on the Outward and Homeward Voyages, as adopted by all the leading Companies.

New York Regular Fortnightly Tuesday Service.

"AURANIA"	7,268 Tons	CAPT. A. MCKAY.
"SERVIA"	7,391 ,,	,, FERGUSON.
"GALLIA"	4,808 ,,	

Saloon Rates.	Single Tickets	from $60 to $175 or £12 to £35.
	Return Tickets	,, $120 to $315 or £22 to £63.

According to the season of the year, the location of the room, and the Steamer chosen. Children between Two and Twelve, Half Fare.

Second Cabin Rates.	Single Tickets	from $35 to $50 or £7 to £10.
	Return Tickets	,, $70 to $95 or £13 to £19.

Summer Season begins on the 16th April, and ends 15th October. Winter Season begins on the 16th October and ends 15th April.

Steerage Rates. Vary according to Ship and Season.

Holders of prepaid or return tickets require to exchange them when engaging berths.

Passengers booked through to all points in the United States and Canada, also to Europe, China, Japan, New Zealand, and Australia.

Agents in all the Cities of the United States, and in nearly every town in Great Britain and Ireland.

For further particulars apply at the Company's Offices, New York at 4 Bowling Green; in Boston at [illegible] State Street; in Chicago at [illegible] Randolph Street; in Havre at [illegible] Quai d'Orleans; in Paris at [illegible] Avenue de l'Opera; in London at [illegible] Pall Mall, S.W., and Palmerston Buildings, [illegible] Bishopsgate Street, E.C.; in Manchester at 18 Brazennose Street, Albert Square; in Glasgow at 30 Jamaica Street; in Queenstown at Scott's Square, or to

The Cunard Steamship Co., Ltd., 8 Water Street, Liverpool.

These Steamers have, for over Fifty Years, an unequalled record for the safety and comfort of their passengers, and take specified tracks on the Outward and Homeward Voyages, as adopted by all the leading Companies.

WEEKLY BOSTON SERVICE.

From Liverpool on Thursdays and Boston on Saturdays, calling at Queenstown.

"CEPHALONIA"	5,517 Tons	CAPT. SECCOMBE.
"PAVONIA"	5,587 ,,	,, WATT.
"CATALONIA"	4,841 ,,	,, ATKIN.
"BOTHNIA"	4,535 Tons	CAPT. STEPHENS.
"SCYTHIA"	4,557 ,,	,, HEWITSON.

Saloon Rates.

Single Tickets	from $60 to $175 or £12 to £35.
Return Tickets	,, $120 to $315 or £22 to £63.

According to the season of the year, and the location of the room. Children between two and twelve, Half Fare.

Second Cabin Rates.

Single Tickets	from $35 to $50 or £7 to £10.
Return Tickets	,, $70 to $95 or £13 to £19.

Summer Season begins on the 16th April and ends 15th October. Winter Season begins on the 16th October and ends 15th April.

Steerage Rates. Vary according to Ship and Season.

Holders of Prepaid or Return Tickets require to exchange them when engaging berths.

Passengers booked through to all points in the United States and Canada, also to Europe, China, Japan, New Zealand, and Australia.

Agents in all the Cities of the United States, and in nearly every town in Great Britain and Ireland.

For further particulars apply to the Company's Offices in New York at 4 Bowling Green; in Boston at 99 State Street; in Chicago at 131 Randolph Street; in Havre at 21 Quai d'Orleans; in Paris at 38 Avenue de l'Opera; in London at 13 Pall Mall, S.W., and Palmerston Buildings, 93 Bishopsgate Street, E.C.; in Manchester at 18 Brazennose Street, Albert Square; in Glasgow at 30 Jamaica Street; in Queenstown at Scott's Square, or to

The Cunard Steamship Company, Limited, 8 Water Street, Liverpool.

Liverpool and Mediterranean Service.

"MARATHON"	2,403 Tons		
"ATLAS"	2,393 ,,	CAPT.	LLOYD.
"SARAGOSSA"	2,166 ,,	,,	ROBERTS.
"TARIFA"	2,146 ,,	,,	BARLOW.

"PALMYRA"	2,144 Tons	CAPT.	WILLIAMS.
"ALEPPO"	2,143 ,,	,,	SILK.
"TRINIDAD"	1,899 ,,	,,	BACON.
"KEDAR"	1,876 ,,	,,	E. C. KING.
"MOROCCO"	1,855 ,,	,,	J. KING.

ITALY and the **ADRIATIC SERVICE.**—Regular Sailings from Liverpool at intervals of from 14 to 18 days to Genoa, Leghorn, Naples, Brindisi, Bari, Ancona, Venice, Trieste, and Fiume.

Also frequent Sailings to Sicilian Ports and Ionian Islands.

LEVANT SERVICE.—Steamers sailing from Liverpool every 20 days for Syra, Smyrna and Constantinople, and taking cargo for Piraeus, Volo, Dedeagatch, Salonica, Odessa, Batoum, etc., etc., at through rates.

MALTA SERVICE.—Steamers from Liverpool to Malta every 20 days, taking goods at through rates to Gabes, Gerba, Monastier, Sfax, Susa, Tripoli, and Tunis.

GIBRALTAR SERVICE.—Steamers from Liverpool to Gibraltar every 7 or 10 days, taking goods at through rates to Algiers, Casablanca, Larache, Mazagan, Melilla, Mogador, Nemours, Oran, Rabat, Saffi, and Tangier.

FOREIGN AGENTS.—M. H. Bland & Co., Ltd., Gibraltar; Carlo Figoli, Genoa; Alfred Lemon & Co., Leghorn; Holme & Co., Naples; W. B. Gardner, Palermo; Royal Hungarian Sea Navigation Co., "Adria," Ltd., Messina and Catania; Barff & Co., Ltd., Patras and Zante; C. A. Barff & Co., Corfu; S. G. Cocoto, Brindisi; Paganini & Co., Bari; Emett & Kane, Ancona; Schroder & Co., Trieste; Fratelli Pardo di Guiseppe, Venice; Luigi Ossoinack, Esq., Fiume; Chas. Lowe, Malta; A. E. Mavrogordato, Syra; Pericles Capostolides, Volo; Thomas C. Joly, Constantinople; Watson & Youell, Galatz, Ibrail, and Sulina; Paterson & Co., Smyrna; N. E. Tamvaco, Alexandria; Edward Loring, Malaga; Jose Serra y Font, Barcelona; F. Sagrista y Coll, Valencia; E. Pinto Basto & Co., Lisbon; Jose Gonzalez y Canet, Almeria.

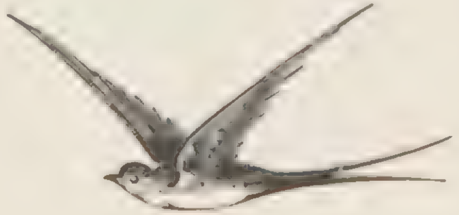
For further particulars apply at the Company's Offices in Havre at 21 Quai d'Orleans; in Paris at 38 Avenue de L'Opera; in London at 13 Pall Mall, S.W., and Palmerston Buildings, 93 Bishopsgate Street, E.C.; in Manchester at 18 Brazenose Street, Albert Square; in Glasgow at 30 Jamaica Street; in Leith at Exchange Buildings; in Queenstown at 3 Scott's Square; in Belfast at 10 Queen's Square; or to THE CUNARD STEAMSHIP CO., LTD., 1 RUMFORD STREET, and 8 WATER STREET, LIVERPOOL.

French Service.

"CHERBOURG"	1,613 Tons.
"BRITISH QUEEN"	771 Tons.

Steamers from Liverpool every Monday, taking goods at through rates to Paris, Rouen, Marseilles, Dieppe, Caen, Amiens, Mulhouse, Bale, and to all parts of France and Switzerland. Steamers from Havre every Saturday, carrying goods at through rates to New York, Boston, Mediterranean Ports, Havana, Porto-Rico, West Indies, and Pacific Ports.

DISTANCES.

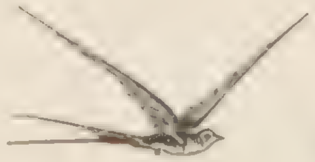


LIVERPOOL TO NEW YORK.

		NORTH TRACK.		SOUTH TRACK.	
		Miles.	Total distance from Liverpool. Miles.	Miles.	Total distance from Liverpool. Miles.
Liverpool (Rock Light)	to Bar Lightship	11	11	11	11
Bar Lightship	,, Skerries	50	61	50	61
Skerries	,, Tuskar	94	155	94	155
Tuskar	,, Conningbeg Lightship	19	174	19	174
Conningbeg Lightship	,, Ballycotton	50¼	224¼	50¼	224¼
Ballycotton	,, Queenstown (Roche's Point)	11	235¼	11	235¼
Queenstown (Roche's Point)	,, Old Head of Kinsale	16	251¼	16	251¼
Old Head of Kinsale	,, Fastnet	42	293¼	42	293¼
Fastnet	,, Fire Island Lighthouse	2,699	2,992¼	2,778	3,071¼
Fire Island Lighthouse	,, Sandy Hook Lightship	30	3,022¼	30	3,101¼
Sandy Hook Lightship	,, Sandy Hook	6½	3,028¾	6½	3,107¾
Sandy Hook	,, New York	15½	3,044¼	15½	3,123¼

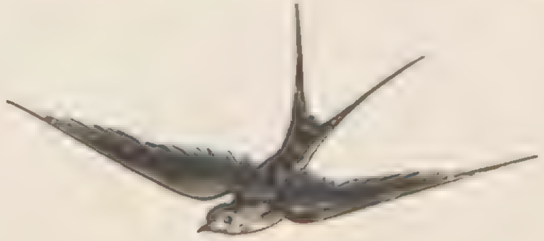
DISTANCES—*(CONTINUED).*

NEW YORK TO LIVERPOOL.



		NORTH TRACK.		SOUTH TRACK.	
		Miles.	Total distance from New York. Miles.	Miles.	Total distance from New York. Miles.
New York	to Sandy Hook	15½	15½	15½	15½
Sandy Hook	,, Sandy Hook Lightship	6½	22	6½	22
Sandy Hook Lightship	,, Fire Island	30	52	30	52
Fire Island	,, The Fastnet	2,726	2,778	2,813	2,865
The Fastnet	,, The Old Head of Kinsale	42	2,820	42	2,907
Old Head of Kinsale	,, Queenstown (Roche's Point)	16	2,836	16	2,923
Queenstown (Roche's Point)	,, Ballycotton	11	2,847	11	2,934
Ballycotton	,, Conningbeg Lightship	50¼	2,897¼	50¼	2,984¼
Conningbeg Lightship	,, Tuskar	19	2,916¼	19	3,003¼
Tuskar	,, Skerries	94	3,010¼	94	3,097¼
Skerries	,, Bar Lightship	50	3,060¼	50	3,147¼
Bar Lightship	,, Liverpool (Rock Light)	11	3,071¼	11	3,158¼

DISTANCES—*(CONTINUED).*



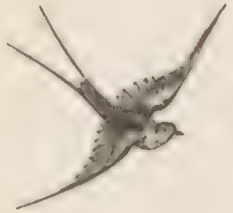
LIVERPOOL TO BOSTON.

		NORTH TRACK. Miles.	NORTH TRACK. Total distance from Liverpool. Miles.	SOUTH TRACK. Miles.	SOUTH TRACK. Total distance from Liverpool. Miles.
Liverpool (Rock Light)	to Queenstown (Roche's Point) (See page 39.)	235¼	235¼	235¼	235¼
Queenstown (Roche's Point)	,, Fastnet (See page 39.).	58	293¼	58	293¼
Fastnet	,, Boston Outer Light	2,563	2,856¼	2,653	2,946¼
Boston Outer Light	,, Boston	8¾	2,865	8¾	2,955

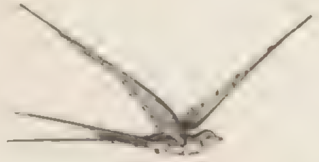
BOSTON TO LIVERPOOL.

		Miles.	Total distance from Boston. Miles.	Miles.	Total distance from Boston. Miles.
Boston	to Boston Outer Light	8¾	8¾	8¾	8¾
Boston Outer Light	,, Fastnet	2,588	2,596¾	2,684	2,692¾
Fastnet	,, Queenstown (Roche's Point) (As shown above.)	58	2,654¾	58	2,750¾
Queenstown (Roche's Point)	,, Liverpool (Rock Light) (As shown above.)	235¼	2,890	235¼	2,986

DISTANCES—(CONTINUED).



NEW YORK TO VARIOUS PORTS.



		North Track. Miles.	North Track. Total distance from New York. Miles.	South Track. Miles.	South Track. Total distance from New York. Miles.
NEW YORK	to Fire Island (See page 40.)	52	52	52	52
Fire Island	,, Bishop's Rock Lighthouse (Scilly Isles off Cornwall, W.)	2,860	2,912	2,939	2,991
Bishop's Rock Lighthouse	,, Falmouth	67	2,979	67	3,058
,, ,, ,,	,, Plymouth	96	3,008	96	3,087
,, ,, ,,	,, Needles (Isle of Wight.)	194	3,106	194	3,185
,, ,, ,,	,, Southampton	215	3,127	215	3,206
,, ,, ,,	,, Cowes (Isle of Wight.)	208	3,120	208	3,199
,, ,, ,,	,, Havre	255	3,167	255	3,246
New York	,, Milford Haven	...	2,958	...	3,041
,,	,, Liverpool (See page 40.)	...	3,071¼	...	3,158¼

DISTANCES—(CONTINUED).

VARIOUS PORTS TO NEW YORK.

				From	to New York.	
		Miles.			North Track.	South Track.
Havre	to Bishop's Rock Lighthouse ... (Scilly Isles off Cornwall, W.)	255	Bishop's Rock Lighthouse to New York City. North Track, 2,886 miles. South Track, 2,958 miles.	Havre...	3,141	3,213
Cowes	,, ,, ,, ...	208		Cowes	3,094	3,166
Southampton	,, ,, ,, ...	215		Southampton ...	3,101	3,173
Needles... ...	,, ,, ,, ...	194		Needles ...	3,080	3,152
Plymouth ...	,, ,, ,, ...	96		Plymouth	2,982	3,054
Falmouth ...	,, ,, ,, ...	67		Falmouth	2,953	3,025
Milford Haven	,, New York				2,927	3,006
Liverpool ...	,, ,, ,, (See page 39.)				3,044¼	3,123¼

BOATSWAIN'S WHISTLE.

USEFUL HINTS TO PASSENGERS.

TRAVELLERS are recommended to secure their passage at the earliest possible period, so as to have a good selection of State Rooms to choose from.

All the State Rooms in the Mail Steamers are situated in the middle of the ship, where there is little motion; the nearer to the centre, the less the movements of the ship are felt.

Preference is given to outside rooms, for which higher prices are charged, but with the perfect system of Ventilation now adopted in the Mail Steamers, and the introduction of the Electric Light, the inside rooms are very little inferior to those outside.

All Saloon passengers have equal privileges in the Saloons and Entertaining Rooms.

It is always desirable to mark all Baggage not required on the voyage, so that it may be stowed away into the hold of the ship, and to take into the State Room a trunk or bag that will go under the berth, and contain the articles which may be required on the passage. The space between the floor and the bottom of the lower berth is about fifteen inches, so that a trunk or bag should not exceed this in depth.

A supply of rugs and shawls should be taken for use while sitting on deck, and in the matter of dress, plain, useful garments are all that are required on board. It is not usual to dress in the evening for dinner, and dresses made of serge will be found very serviceable.

On getting on board, arrangements should be made with the bathroom steward by those desiring a morning tub. The steward will register their names and the time at which they wish to take their bath.

Places at table are allotted by the Purser, on board, as soon after embarkation as possible.

Travellers making the passage across the Atlantic, who are liable to sea sickness, will do well not to put their trust in any of the so-called remedies for sea sickness. Some of these may alleviate the trouble on a short passage, but the only true remedy to sea sickness is that of getting accustomed to the motion of the vessel, and therefore passengers are advised to walk about the deck as much as possible; but in the large mail steamers of the Cunard Line, with accommodation all amidships, sea sickness is no longer a terror. Very many who suffer in the short trip across the Channel, now make a voyage across the Atlantic without feeling any inconvenience, and even the worst sailors are rarely "mal de mer" for more than a few hours.

Meal times on board are—Breakfast between 8.30 and 10 a.m.; Lunch at 1 p.m.; Dinner at 6.30 p.m.

In regard to the best time of the year for crossing the Atlantic, there is no particular choice. Some of the finest passages have been made during the winter months, and some of the roughest in summer, but with the large size of the Mail Steamers now crossing the Atlantic, and their great speed, bad weather does not last for any length of time; for it is well known that storms on the Atlantic move in circles, and, therefore, a steamer going at a rapid speed, in a few hours runs through the most severe gale of wind, and so far from a gale of wind being a thing to be dreaded, it forms a pleasant incident in an Atlantic voyage, and few travellers would like to cross the Atlantic without seeing one of the grandest and most beautiful sights of Ocean Travel, an Atlantic storm.

All the Cunard Steamers are furnished with excellent Libraries; books can always be obtained on application to the Steward.

A new feature has been introduced by the Cunard Company in the design of the "Campania" and "Lucania," which will add greatly to the comfort of an Atlantic voyage, by the addition of large and well-ventilated Entertaining Rooms—Drawing Room, Library and Smoking Room all *en suite*, so that a passage can be made under the pleasantest conditions without going on deck. Those who know how unpleasant it is to sit in a saloon in which meals are being constantly served, or the misery of the only alternative to sit on deck in the cold and rain, will greatly appreciate this new departure.

GENERAL INFORMATION FOR TRAVELLERS.

LETTERS to passengers on board ocean steamers should be addressed "Care of the Commander," and should be registered. Without this precaution they are sometimes delayed, and miss the steamer.

TELEGRAMS.—Passengers who desire their safe arrival at an American port to be announced to their friends can for a trifling fee arrange this with the Cunard Steamship Company, or with the usual tourist agents, prior to departure.

BELL TIME ON BOARD SHIP.—TIME, A.M. AND P.M.

1 Bell	12.30	1 Bell	4.30	1 Bell	8.30
2 Bells	1. 0	2 Bells	5. 0	2 Bells	9. 0
3 ,,	1.30	3 ,,	5.30	3 ,,	9.30
4 ,,	2. 0	4 ,,	6. 0	4 ,,	10. 0
5 ,,	2.30	5 ,,	6.30	5 ,,	10.30
6 ,,	3. 0	6 ,,	7. 0	6 ,,	11. 0
7 ,,	3.30	7 ,,	7.30	7 ,,	11.30
8 ,,	4. 0	8 ,,	8. 0	8 ,,	NOON MIDNIGHT

LUGGAGE.—By Cunard vessels.—For saloon passengers, 20 cubic feet measurement, or about three to four cwt.; for second-class passengers, 15 cubic feet. On railways in the United States 150 lb. weight is allowed free; for heavy luggage there is a "check system," which ensures delivery at hotel without care or trouble.

HOTELS.—The Hotel systems in America are—(1) The European, *i.e.*, separate payment for room, and meals at discretion, or otherwise. (2) The American, which includes bedroom, service, and three good meals a day—breakfast, dinner, and supper. Of course the old established Hotels of well tried reputation are to be preferred to the mushroom growths of the present season.

TIME.—Between Atlantic and Chicago, Eastern time.	}	One hour difference between each. Note this when arranging for train journeys.
,, Chicago and Ogden, Central time.		
,, Ogden and Pacific, Western time.		

RAILWAYS IN AMERICA.—There are no third class carriages, and very few second, and these cannot be recommended. First class does not include drawing-room or sleeping cars, for which special charges are made according to length of journey. In the dining-room cars about one dollar is charged for dinner, and from fifty to seventy-five cents for other meals, all well served and liberal.

MONEY TABLE.

	£	s.	d.		£	s.	d.
1 cent equal to English	0	0	0½	15 dollars equal to English	3	2	6
10 ,, ,, ,, ...	0	0	5	20 ,, ,, ,, ...	4	3	4
50 ,, , ,, ...	0	2	1	50 ,, ,, ,, ...	10	8	4
75 ,, ,, ,, ...	0	3	1½	75 ,, ,, ,, ...	15	12	6
1 dollar ,, ,, ...	0	4	2	100 ,, ,, ,, ...	20	16	8
5 ,, ,, ,, ...	1	0	10	1,000 ,, ,, ,, ...	208	6	8
10 ,, ,, ,, ...	2	1	8				

IN THE BRITISH ISLES.

LIVERPOOL.

LIVERPOOL, on the Mersey, is a city and seaport that commenced its growth at the Conquest of Ireland, then fell almost to decay towards the end of the sixteenth century, but took a fresh start at the close of the eighteenth century, and has been growing and expanding ever since. During the last half century more changes and improvements have been made than in any other city in the kingdom, until it has become a "London in Miniature," and travellers to or from America will do well to make a short halt here to visit it.

Liverpool is approached by five lines of railway, and it has also, along the line of the Docks, an Overhead Railway, the first and only one in Europe. It was opened in February, 1893, and marks a great development in electric railways, as it is the first instance of an electric current transmitted from a central generating station over a system seven miles in length and directly applied to the working of a railway of full size. It is also the first railway ever worked by automatic signals.

The River and the Port are the pride and glory of Liverpool, and no one should miss a ramble along the quays and a view of the river from a ferry steamer at least. Here are to be seen the finest ocean-going steamers in the world, loading or unloading. The docks have, for their inland termination, a magnificent set of warehouses, while the Dock Estate is certainly one of the wonders of the world, more especially when it is remembered that the *first* wet dock was only opened in 1713 with a water area of about 3 acres. The docks extend along the margin of the river on the Liverpool side for over six miles, and on the Birkenhead side for one mile, when they turn inland for two miles. They are well worth carefully inspecting, not only on account of their extent, but by reason of the splendid workmanship exhibited in their construction. In fact, they constitute the main feature in a visit to Liverpool. They can be traversed by a double line of railway about six miles in length, or, as we have said, by the Overhead Line. There is also a good broad road along the whole line of docks, with streets leading to the principal thoroughfares of the city, as well as a handsome parade along the river wall. The Landing Stage, 2,063 feet long and 80 broad, which rises and falls with the tide, is "the most extensive floating marine parade in the world."

One of the most gigantic undertakings of the go-ahead Liverpool people was commenced in 1881, viz., the construction of new works to carry water from Lake Vyrnwy, in North Wales, to the reservoirs of the Liverpool Corporation at Prescot, a distance of 76 miles, including the tunnel under the hills of 2½ miles.

ST. GEORGE'S HALL (and Assize Courts), one of the finest buildings in the kingdom, is an almost perfect example of Corinthian architecture, standing on 3½ acres of land, and built at a cost of £230,000. The Great Hall in the centre, with Assize Courts on either side, is certainly magnificent, and is remarkable for the beauty of its ornamentation. The roof forms one gigantic arch 84 feet high, supported on columns of porphyry; niches round the wall hold statues of celebrated public men, and at the north end in a gallery is a very fine organ made famous by the unequalled playing of Mr. Best. The Concert Room seats 1,000 persons. The Courts, Library, and Statues are well worthy of careful inspection. At the North end of St. George's Hall is the **WELLINGTON MONUMENT,** a column of Runcorn stone in the Doric order.

THE MUNICIPAL BUILDINGS in Dale Street are in Classic style, and cost £160,000 in building.

THE TOWN HALL, Palladian style, cost £110,000.

THE EXCHANGE BUILDINGS, French Renaissance style, are models of arrangement. The News Room in particular deserves attention; its lofty dome lights a clear space of a hundred thousand square feet. In the southern arcade are statues of Columbus, Galileo, and Mercata, Sir Walter Raleigh, Sir Francis Drake, and Captain Cook. The Exchange Buildings cost £220,000.

THE FREE LIBRARY and **MUSEUM,** in William Brown Street, were presented to the city by Sir William Brown, and were opened in 1804. The Mayer collection of pottery and ivories in the Museum is exceptional, and the Natural History collection is said to be the finest in Europe—the larger portion was the gift of Edward, the 13th Earl of Derby.

THE PICTON READING ROOM seats 300 readers, and from 800 to 1,000 persons attend daily. The Reference Library contains about 100,000 volumes.

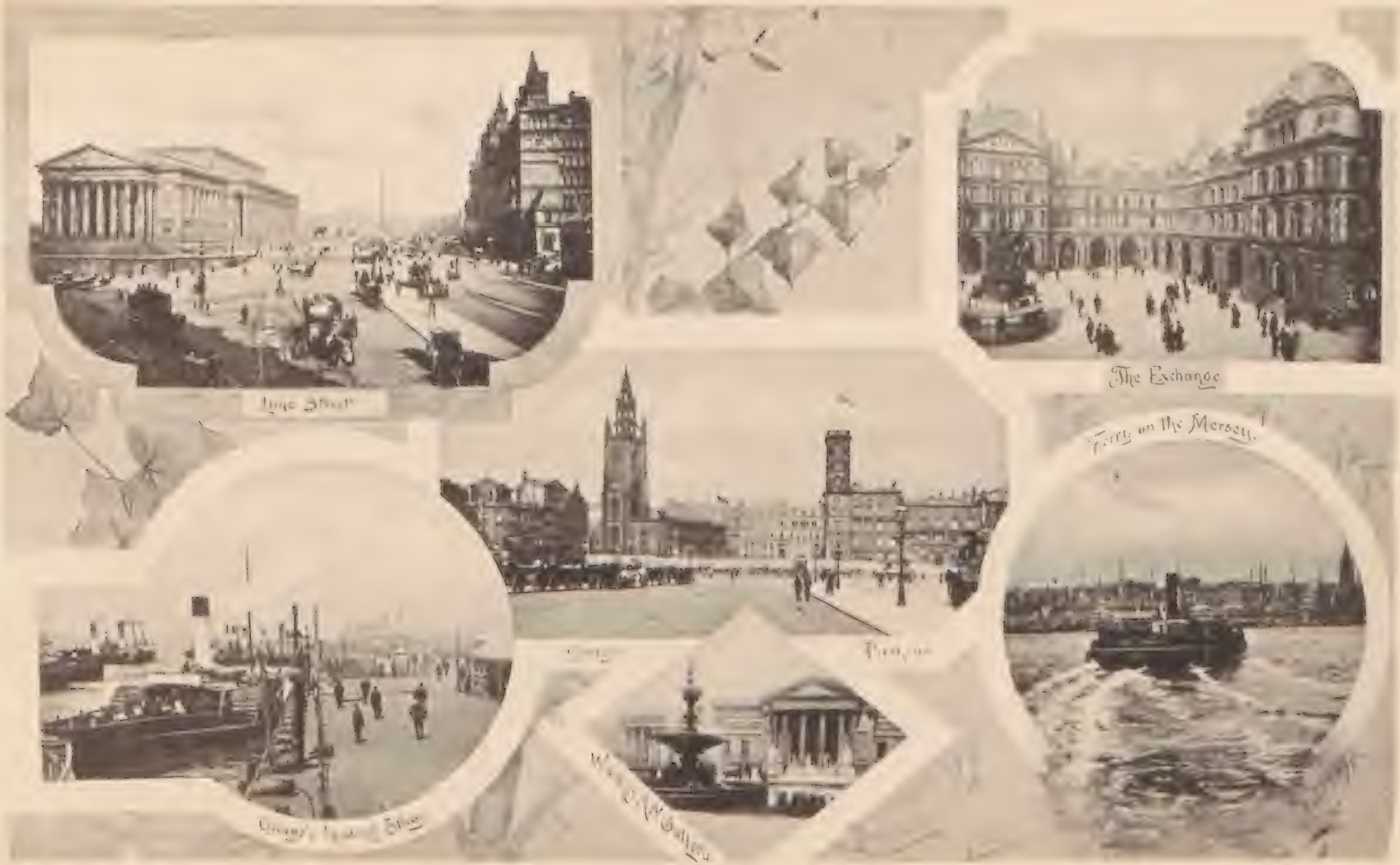
THE WALKER ART GALLERY, in William Brown Street, opened in 1877, is a handsome building of polished sandstone, with a portico supported by Corinthian columns. The pictures in the Permanent Gallery are of great excellence, including among others Rosetti's "Dante's Dream," Holman Hunt's "Triumph of the Innocents," and the Roscoe Collection of Old Masters. Among other important institutions are the **ATHENÆUM** and **LYCEUM.**

THE PHILHARMONIC HALL, belonging "to the most exclusive and private company in the United Kingdom," is another striking architectural adornment to the city.

In the neighbourhood of this hall **CHURCHES** and **CHAPELS** abound, High Church, Low Church, Nonconformist, a Church for the Blind, a Synagogue, and a Greek Church. Among the hundred and more Churches in Liverpool there are none that demand special attention on the score of antiquity or on the ground of absorbing historical interest.

There are in the city some good **COLLEGES** and **SCHOOLS:**—University College, founded in 1881; Liverpool College, founded in 1840; the Blue Coat School, founded in 1709, is the oldest charitable institution in the city. Liverpool is justly renowned for its many excellent **CHARITABLE INSTITUTIONS,** such as Hospitals, Homes, Asylums, Infirmaries, and Training Ships.

In the matter of **AMUSEMENTS** there are seven Theatres and several fine Concert Halls; Botanic Gardens, Parks, and a Racecourse. A pleasant drive is through the so-called Holy Land, Prince's Park—where merchant princes dwell—Sefton Park with its lake, waterfalls, grottoes, rockeries, and picturesque landscape gardening, to the river side.


Lime Street
The Exchange
Ferry on the Mersey
George's Landing Stage
Walker Art Gallery

LIVERPOOL.

CHESTER.

There is a frequent quick train service from Liverpool to Chester, which is one of the most interesting old cities in England, and will well repay a day's visit. It may be said that there is no more perfect specimen of a city of "ye olden thyme" than Chester.

LONDON.

Without doubt the best place for visitors to London to make their headquarters is the neighbourhood of Charing Cross. There, are to be found some of the finest hotels in the kingdom; there, is the centre of all the main omnibus services; the river steamers stop within a few yards off; from there all the chief railway stations can be easily reached; there you are in touch with everything that is "going on" in the great world of London. You are close to the Thames Embankment, to the Houses of Parliament and Westminster Abbey, to the National Gallery and British Museum, to Club-land and the Parks, and to those places of temptation for shopping, Regent Street and Bond Street. The principal Theatres, Concert Rooms, and Art Galleries are within a stone's throw.

Standing in Trafalgar Square, "the finest site in Europe," with his back to the National Gallery, the tourist has in front of him the Nelson Monument, Whitehall, the Houses of Parliament, Westminster Abbey and the Thames; to his left the Strand, the great historic highway that leads to the City proper; to the right Pall-Mall, Piccadilly, and the Parks; and at his back St. Martin's Lane leading to Bloomsbury, Holborn, and Oxford Street.

It is impossible in the limited space at our disposal to give details of the almost innumerable places of interest in London, nor is it necessary to do so as every traveller will provide himself with a good Handbook (say Murray or Bædeker) where he will find all the information he will require. But it may be well to indicate in this place some of the special sights which every one should see, and to add a few notes thereon.

CHURCHES.—There are over 1,300 Churches and Chapels in London.

Westminster Abbey.—Services weekdays, 7.45, 10 a.m. and 3 p.m. Sundays, 10 a.m., 3 p.m., and occasionally 7 p.m.

St. Paul's Cathedral (City).—Services weekdays, 8 and 10 a.m., 4 p.m. Sundays, 10.30 a.m., 3.15, and occasionally 7 p.m.

St. George's Cathedral (Roman Catholic), Westminster Bridge Road.

The Oratory (Roman Catholic), Brompton.

Bow Church (Cheapside).—One of Wren's Churches. Note "Bow Bells."

St. Saviour's (Southwark).—A fine example of Early English architecture.

Temple Church (Fleet Street).—One of the best architectural relics in the kingdom. Fine choral service.

Metropolitan Tabernacle (Baptist), Newington Causeway. The late C. H. Spurgeon's. Seats 5,000 people.

City Temple (Congregational), Holborn Viaduct. Dr. Parker's.

PALACES.—Buckingham Palace, St. James's Park. The Queen's London residence.

St. James's Palace, Pall Mall. Royal Residence. Obtain order to view from Lord Chamberlain. The "Changing of the Guard" at 10.30 daily in the quadrangle. Band plays.

Kensington Palace, Hyde Park. Residence of Duke and Duchess of Teck. The Queen was born here.

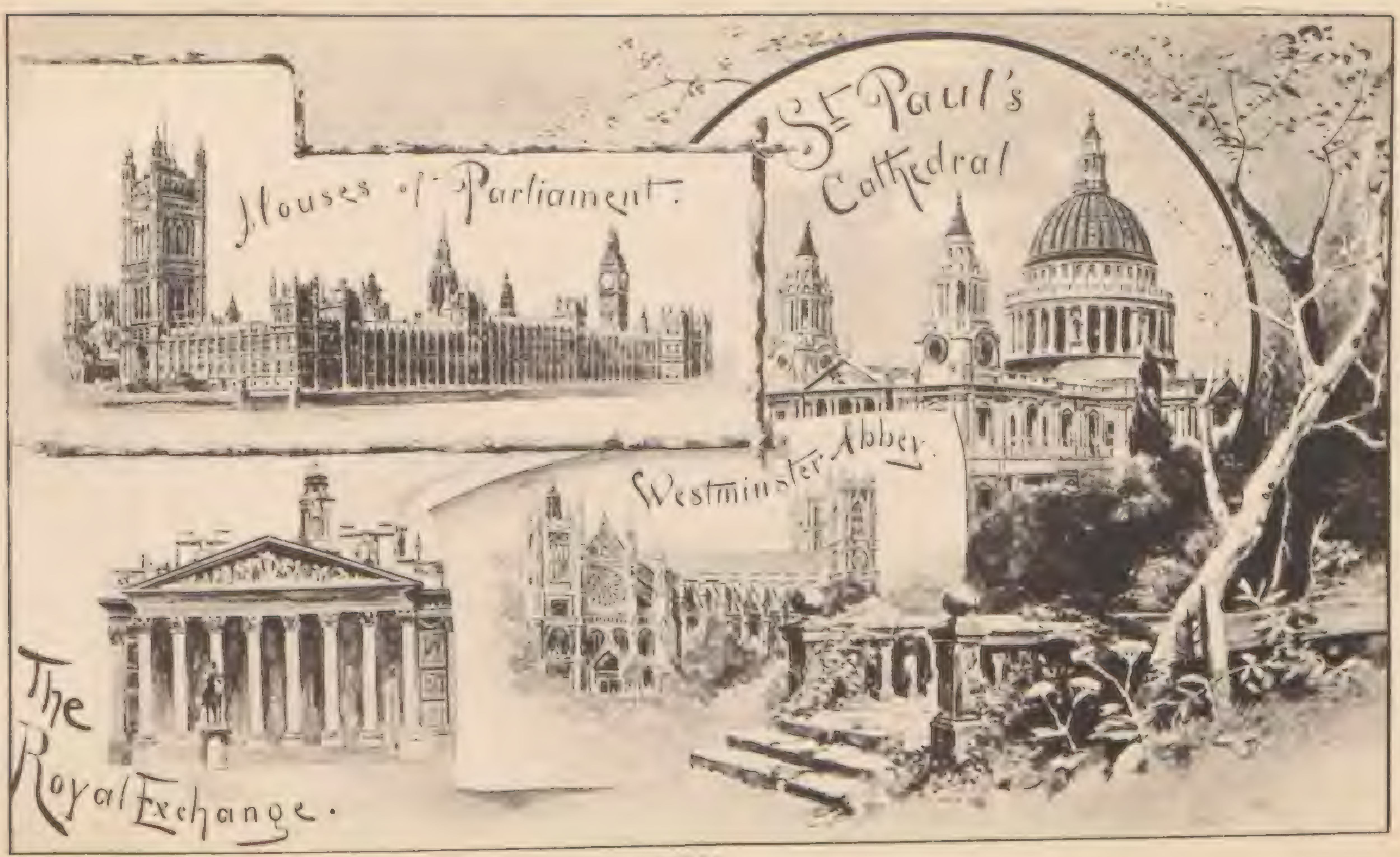
Lambeth Palace. Residence of Archbishop of Canterbury. Lollards' Tower.

MUSEUMS.—British Museum (Bloomsbury). Open free daily from 10 a.m. to dusk—after dusk by electric light.

South Kensington Museum. Free on Mondays, Tuesdays, and Saturdays; other days, 6d.

Natural History Museum (Cromwell Road). Free daily.

Bethnal Green Museum. Mondays, Tuesdays, and Wednesdays free; other days, 6d.


Houses of Parliament.
St. Paul's Cathedral
Westminster Abbey.
The Royal Exchange.

LONDON.

MANSIONS.—Apsley House (Hyde Park Corner). Residence of the Duke of Wellington.

Stafford House (Corner of St. James's Park). Residence of the Duke of Sutherland. Erected at a cost of £250,000.

Devonshire House (78 Piccadilly). Residence of the Duke of Devonshire.

Marlborough House (Pall Mall). Residence of H.R.H. the Prince of Wales.

Grosvenor House (Upper Grosvenor Street). Residence of the Duke of Westminster.

Gloucester House (Park Lane). Residence of H.R.H. the Duke of Cambridge.

Clarence House (close to St. James's Palace). Residence of H.R.H. the Duke of Edinburgh.

PICTURE GALLERIES.—National Gallery (Trafalgar Square). Open daily 10 a.m. Free except on Students' days, when 6d. admission. Above 1,000 pictures, best masters, ancient and modern. Raphael's "Madonna degli Ansidéi" was purchased from the Duke of Marlborough for £70,000.

Burlington House (Piccadilly), the seat of a number of the learned Societies. Here the Annual Exhibition of the Royal Academy of Arts is held in May, June and July.

Grosvenor Gallery (Bond Street).

National Portrait Gallery (South Kensington).

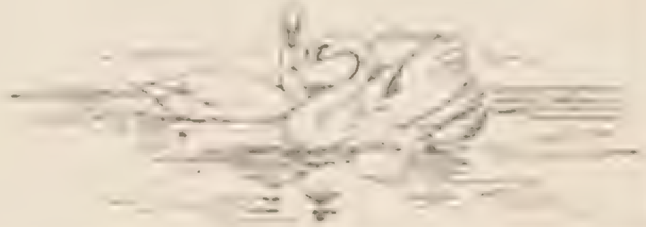
South Kensington Museum. Fine collection.

PARKS.—St. James's Park, Green Park, and Hyde Park are almost continuations of one another. See Hyde Park between 5 and 7 in the season, when all the fashion of London is on show.

Kensington Gardens. Band and promenade on summer evenings.

Regent's Park (St. John's Wood). The Zoological Gardens are here.

Battersea Park. Not fashionable, but very pretty, and containing an admirably kept sub-tropical garden.



THE TOWER OF LONDON.

NOTABLE PUBLIC BUILDINGS AND INSTITUTIONS.—HOUSES OF PARLIAMENT (close to Westminster Bridge). Open free on Saturdays, by order of Lord Chamberlain, to be obtained within the building.

WESTMINSTER HALL.—Free daily.

TOWER OF LONDON (near the Docks). Open daily 10 to 4. Admission, 6d. to Armouries and 6d. to Crown Jewels. Mondays and Saturdays free.

ROYAL MINT (Tower Hill, close by the Tower). Orders to view to be obtained from Master of the Mint.

GENERAL POST OFFICE (St. Martin's-le-Grand, City). Should be seen about 10 minutes to 6—an exciting rush to catch post.

MANSION HOUSE (City). Residence of Lord Mayor. Apply to porter for permission to view apartments.

NOTABLE PUBLIC BUILDINGS AND INSTITUTIONS *(CONTINUED).*

ROYAL EXCHANGE (near Mansion House). Free daily.

GUILDHALL (King Street, Cheapside). Daily free. Museum, Reading Room, Art Gallery.

OUTSIDE LONDON.

WOOLWICH ARSENAL. Admission free to British subjects, Tuesdays and Fridays, by order from the War Office. Foreigners must obtain orders through their Ambassadors.

GREENWICH HOSPITAL. Free daily.

HAMPTON COURT. Daily, except Fridays. Free.

WINDSOR CASTLE. State Apartments open free during absence of the Court, by ticket issued at the Castle.

KEW GARDENS. Finest Botanical Gardens in the world. Free daily.

BUSHEY PARK. Many visitors in May to see the mile of chestnut trees, planted by William of Orange, in bloom.

CRYSTAL PALACE (Sydenham). Admission, 1/- ; on special occasions, 2/6.

KENSAL GREEN CEMETERY.

RICHMOND. Favourite resort for boating and fishing. Fine view from Richmond Hill. The Park is eight miles in circumference.

NOTES.

One of the best ways of seeing London and the suburbs is to go North, South, East, and West on the top of "Garden-seat" omnibuses. They are pleasant and popular conveyances, especially in summer, and are used by all sorts and conditions of men, and very generally, nowadays, by ladies.

In Fleet Street and the Strand, and more especially in the neighbourhood of the Temple, are the homes and haunts of generations of men of letters. Fleet Street is the headquarters of the newspaper world, as Paternoster Row is of the book world.

The Strand at 11–12 at night, when the theatres are closing, is an extraordinary sight.

The two most remarkable sights in England should not be neglected, if they coincide with the tourist's visit, namely, the Oxford and Cambridge Boat Race and the Epsom Derby.

TOURING IN THE BRITISH ISLES.

The traveller will find no difficulty in possessing himself of overwhelming information, supplied by the leading Railway Companies and Tourist Agents, as to what to see, how to see it, and what it will cost. He can, for example, take a "Circular Comprehensive Tour," including all the principal places of interest in England, Ireland, Scotland, and Wales for about £12 to £15, first class and saloon in steamers; or, if he wishes to gratify his taste in particular lines of study, he can take the "Ecclesiastical Tour," to visit the Cathedrals, Abbeys, and Colleges of England; or the "Antiquarian Tour," comprehending the Ruins, Cities, and Castles of Britain; or the "Commercial Tour," including all the Industrial Cities of the British Isles.

He will, however, do well to make up his mind where he would like to go and then write for a quotation of cost. To aid him in making out his itinerary we submit the following hints:—

FOR PASSENGERS LANDING AT QUEENSTOWN a saving of time, money, and fatigue may be effected by commencing a tour straight away, thus:— Queenstown—Cork—Mallow—Killarney—Limerick—Galway, jaunting-car to Clifden—Leenane—Westport, rail to Dublin—Dundalk—Londonderry—Portrush (for Giant's Causeway)—Antrim Coast—Belfast—Glasgow. Thence through Lake District of Scotland *via* Loch Lomond—Loch Katrine—the Trossachs—Stirling—Glasgow—MacBrayne's steamer to Oban *via* Kyles of Bute—Crinan Canal—Oban to Ballachulish (for Glencoe) and Banavie; Banavie to Fort Augustus—Inverness *via* Caledonian Canal; rail from Inverness—Dunkfeld—Perth—Loch Leven—Forth Bridge—Edinburgh—Melrose (for

Abbotsford)—Carlisle, through the beautiful English Lake District to Penrith—Keswick—Derwentwater; coach to Thirlmere—Grasmere Lake—Ambleside; steamer on Lake Windermere to Bowness and Lakeside; rail to Carnforth—Skipton—Leeds—Derby—Birmingham—Warwick (for Stratford-on-Avon)—Oxford—London; or *vice versa*:—First class, about $77; second class, and saloon on steamer, about $62.

FOR PASSENGERS LANDING AT LIVERPOOL.—Liverpool—Lancaster—Carnforth—Grange-over-Sands—Ulverston—Furness Abbey—Coniston; trip on Lake by steam gondola; char-á-banc to Ambleside; trip by steam gondola on Lake Windermere to Lakeside, Bowness and back; char-á-banc to Colwith Force—Skelwith Force, through Wall End to Langdales for Dungeon Ghyll, thence Clappersgate or Grasmere to Ambleside, for Stockgill Force; coach over Dunmail Raise to Keswick; then coach *via* Barrow, Lodore and Scale Force Falls, Honister Crag and Pass to Buttermere, back by Swinside to Keswick; rail to Troutbeck; coach to Patterdale; pony or guide for ascent of Helvellyn and return; steam gondola down Ullswater Lake to Pooley Bridge; thence coach passing Brougham Hall, Yanwath and King Arthur's Round Table to Penrith. From thence to Carlisle. From Carlisle by rail to Glasgow—Dumbarton—Loch Lomond—Loch Katrine—Trossachs—Stirling—Forth Bridge—Edinburgh—Melrose (side trip to Abbotsford, to visit Abbotsford House, Melrose Abbey and Dryburgh Abbey). Midland Railway: Carlisle—Settle—Hellefield—Manchester—Rowsley (for Haddon Hall and Chatsworth House)—Matlock Bath—Derby—Birmingham—Warwick—Leamington (for Stratford-on-Avon and Kenilworth)—Oxford—Slough (for Windsor)—London. First class, about $43; second class and saloon on steamers, about $40.

In the "Excursionist," published by Messrs. Thomas Cook and Son, of Ludgate Circus, and the "Tourist Gazette," published by Messrs. Henry Gaze & Sons, of 142 Strand, hundreds of combinations are shown from which the traveller may select tours, and the exact cost is also furnished.

There is also to be found in these journals the most ample information regarding **TOURS ON THE CONTINENT**, and, in fact, to every habitable part of the globe.

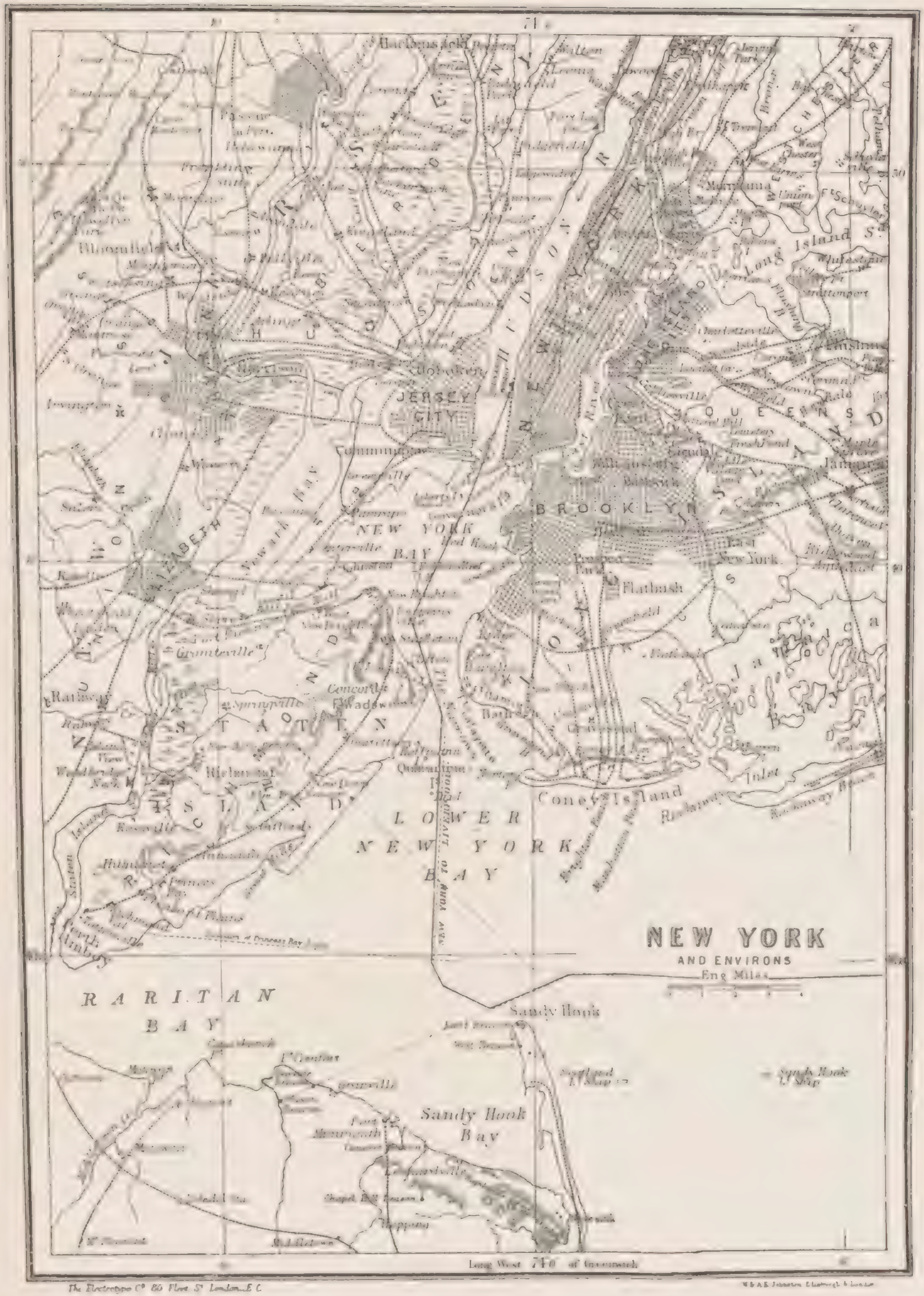
IN AMERICA.

For the ordinary British traveller taking his first "run through" America it does not much matter where he begins his exploration, or at what point he takes up the study of the history of the country. He may begin the latter with the planting of Virginia, or the voyage of the "May Flower," or the Declaration of Independence—the story is one of heroic struggle under brave and good leaders, who by patience and self sacrifice gave to the people the purpose and policy of a united nation. Let the traveller start, if he will, at Pennsylvania, where William Penn and his Quaker friends purchased from the Indians the site of "The City of Brotherly Love"; or at Faneuil Hall, Boston, "The Cradle of Liberty"; or at Quebec, where Wolfe fell in the moment of victory—it matters not where, every route will bring him in contact with history as found in the monuments of marvellous cities, and in those he will read the story of the rise and progress of a noble people.

For the majority of travellers it will be most convenient to start at New York, the Empire city of America, and the western terminus of the chief ocean ferries between the two Christian continents.

NEW YORK

is the greatest city in the Western Hemisphere, the commercial and financial centre of the United States, and one of the most cosmopolitan and heterogenous communities in Christendom. It stands on the island of Manhattan, 13½ miles long, and from half a mile to 2¼ miles wide; its two chief streets are Broadway, for business, Fifth Avenue for residence, and they intersect hundreds of shorter streets which diverge to the rivers on either side. In the upper part of the city these side streets are equi-distant and rectangular, from 60 to 100 feet wide, running from river to river, and are crossed by thirteen avenues each a hundred feet wide, and from 7 to 10 miles in length. Elevated railways extend from one end of the island to the other, and scores of tramways on the street levels join all its sections. In our limited space we can only indicate what is best to be seen, and the traveller will soon find out the easiest and most convenient way to see it.



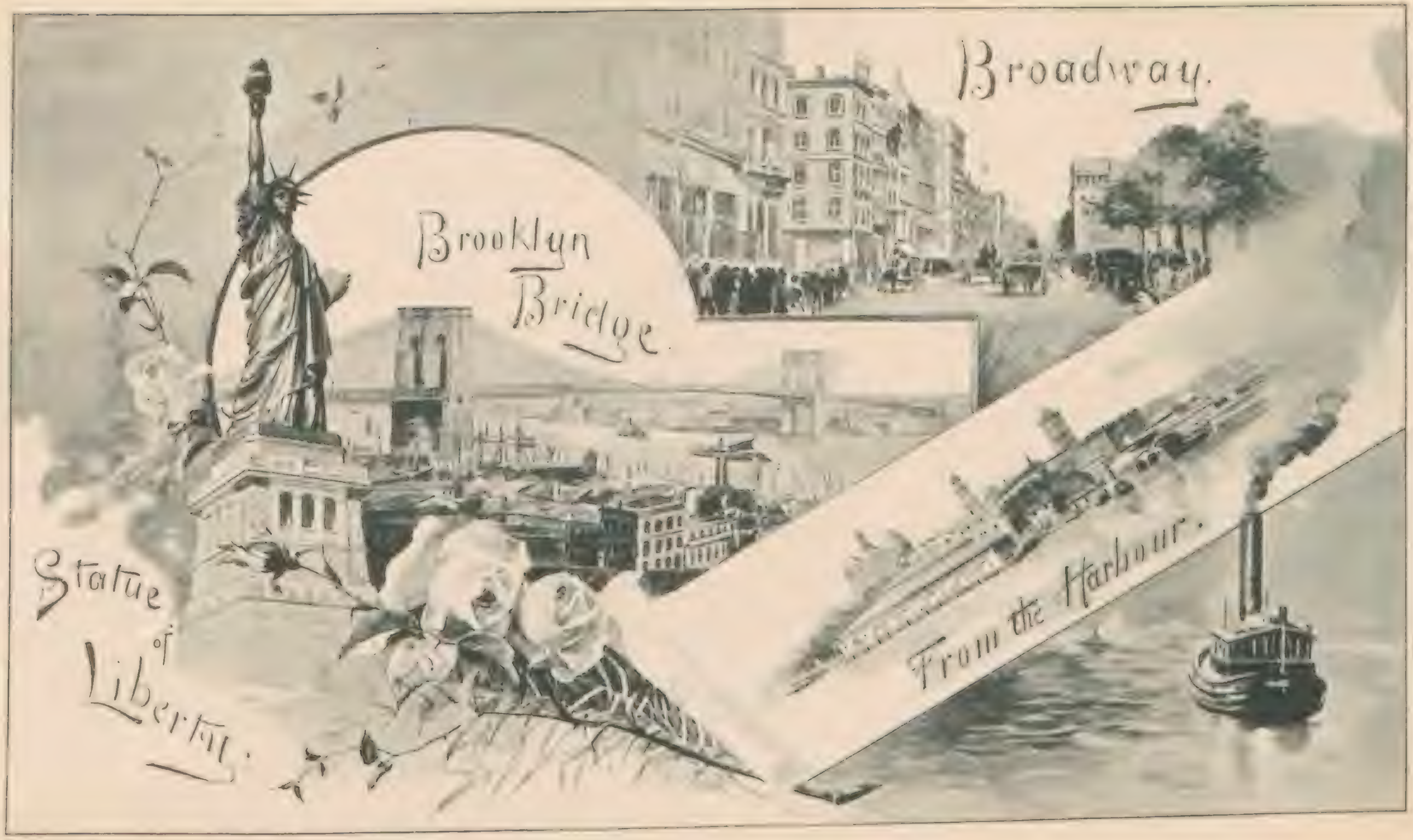
The Electrotype Cº 80 Fleet Sᵗ London E.C.

W. & A. K. Johnston, Edinburgh & London

The Battery, a charming little park of about 12 acres, at the foot of the Broadway, is a good starting point for seeing the "lions" of the city rapidly. It was from the Battery that, on the 25th of November, 1783, the British troops embarked; and the citizens still celebrate each return of Evacuation Day. From this spot, the most southerly end of New York, the harbour, the most beautiful in the world save Rio di Janeiro, may be visited. On Bedloe's Island is the colossal bronze Statue of Liberty, the gift of the people of France to the United States.

Broadway is "the best built, busiest, and most brilliant street in this or any other world"; or, according to another authority, "the Mississippi of streets." Half a mile up Broadway from the Battery is Trinity Church the oldest in the city with a wonderful view from the spire (308 steps). The church, which has a splendid chime of bells, stands at the corner of Wall Street, which has been called "the pulse of the nation," where merchants, bankers, brokers, and speculators generally, most do congregate. In this street is the old Custom House, now the Sub-Treasury, modelled after the Parthenon at Athens; the Drexel Building; the Stock Exchange and the Custom House. Continuing along the Broadway the tourist will notice the buildings of the Equitable and New York Insurance Office; the offices of the *New York Herald*; the gigantic Astor House Hotel; St. Paul's Church; the United States Post Office (unlovely architecturally); and the City Hall, the seat of the Civic Government. From the City Hall Park begins the East-River Bridge, one of the foremost engineering achievements of modern times, over a mile long, 85 feet wide, with two railroad tracks, four waggon tracks, and a broad promenade for pedestrians. The height of the centre of the bridge (which ends on the heights

GEDNEY'S CHANNEL, NEW YORK HARBOUR.—(NIGHT.)


Broadway.
Brooklyn Bridge.
Statue of Liberty.
From the Harbour.

NEW YORK.

of Brooklyn) is 135 feet above the river, with plenty of room for big ships to pass underneath, by lowering their main-royal masts. Not far from the City Hall is the shop of Alexander T. Stewart—a dozen Whiteleys and Civil Service Stores rolled into one—where everything may "be bought or ordered, from a Pantheon to a penny whistle."

A pleasant break in the monotony of the heterogenous architecture of the Broadway will be to "rest and be thankful" in the Grace Church—the most beautiful in the city. In Union Square is a fine fountain, and statues of Washington (by H. K. Browne) and Abraham Lincoln. From this point the tourist can find interesting things north, south, east, and west (although the Broadway is the chief thing—the leading incident of a visit to New York). If he be fond of slums, he can find them to his heart's content; if he loves the Chinese, their "Quarter" is at hand; if he enjoys seeing cosmopolitans "at home," let him explore the Bowery; if he likes meditations among the tombs, he can find the Tombs—a profoundly gloomy granite prison in Egyptian architecture; if he be literary, the "Paternoster Row of America" is close by Union Square.

Continuing on the Broadway, six blocks further on, Madison Square three miles from the Battery, and one of the finest and most beautiful open spaces in the city, is reached. Here the visitor is in a centre of attractions, of fashionable clubs and hotels; of famous restaurants; of Booth's Theatre, the Grand Opera House, and the great Masonic Temple; the National Academy of Design, and the Y.M.C.A. Not far from here is Fifth Avenue, supposed to be the handsomest street in America. To see it at its best it should be visited on Sunday after morning service, when all the fashion, beauty, and wealth of the city are gathered together on Church Parade.

In Fortieth Street is the Reservoir, where, from a promenade on the top, fine views are obtained. At the corner of Fifth Avenue and Forty-third Street, is the magnificent Jewish Temple Emanuel, a fine specimen of Saracenic architecture. On Forty-ninth Street stands Columbia College, chartered by George II. of England in 1754. The cathedral of St. Patrick, a magnificent church, stands at the corner of Fiftieth Street, and has no rival on the Western Continent. The Fifth Avenue "stage" completes its journey at the New Windsor Hotel.

Central Park is one mile from the Windsor Hotel. It is the great pleasure ground of the city, comprising 843 acres, with nine miles of carriage drive, four miles of bridle road, and about twenty-five miles for pedestrians. In the park see the Mall, where the band plays on Saturday afternoons, and the Terrace, the most imposing specimen of architecture in the park, and the finest of its kind in the country. On the Central Lake is a large flotilla of pleasure boats. The Ramble is a tasteful representation of copse and hill, and evergreen walks. On Vista Hill, where the Croton Reservoir stands, and on the Belvedere, near the smaller reservoir, good views may be obtained. Other objects of interest in the park are the Metropolitan Museum of Art, the Zoological Gardens, the Arboretum, Harlem Lake, the Falling Stream, Cleopatra's Needle, and the Lennox Library. The best time for visiting Central Park is after 3 p.m.

New York abounds in valuable institutions—educational, religious, and philanthropic; and, at the same time, it is the city of cities for every form of amusement.

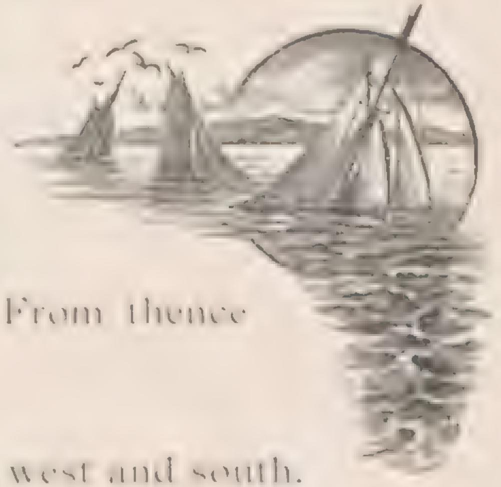
The Four Elevated Railways, occupying as many of the great avenues running north and south, are placed on tracks lifted high above the street on iron girders and piers. Trains of luxurious cars run every few minutes at a high rate of speed and make frequent stoppages at picturesque stations on the principal streets. Every visitor is strongly recommended to take a ride on the Elevated Railway to High Bridge, Harlem River.

In the immediate neighbourhood of New York, separated by East River, a strait about three-quarters of a mile broad, is Brooklyn—a favourite residence of New Yorkers, and a place that has marvellously developed in recent years. It is reached by the magnificent Suspension Bridge which is one of the wonders of the world, having a total length of 5,989 feet, and a clear height above high water of 135 feet. Brooklyn has almost as many churches as Rome, and is often described as the City of Churches. Here, too, is Greenwood Cemetery, the most beautiful one in America, or, as some say, in the world.

Prospect Park commands some splendid views. Jersey City is not a tourist haunt, but Long Branch, on the New Jersey coast, is a fashionable summer resort; Hoboken draws to its pleasantly-situated town thousands of New Yorkers on Sundays, while Coney Island is the great excursion point of the million.

Concerning Railways.—From New York the tourist may find a good starting place to any spot on the vast continent.

The New York Central and Hudson River Railway has its depôt in the heart of New York near Fifth Avenue. This is of special advantage, as travellers can reach it easily from their hotels without crossing either of the ferries. This railway commands splendid views of the Hudson, and gives a glimpse of the Palisades (not unlike the Giant's Causeway). At Albany, the junction for Saratoga, the route is *via* Syracuse and Rochester to Buffalo. From thence to Chicago there is a choice of the Michigan Central Railway *via* Detroit, the North Shore Route, or the Grand Trunk Railway of Canada.



The "Empire State Express," which leaves the Central Depôt daily for Buffalo, makes the journey of 436 miles in 504 minutes, or an average of over 52 miles an hour including stoppages.

The West Shore Route has also an excellent service along the western bank of the Hudson, and in its course comprehends much of the same scenery as the New York Central. It proceeds direct to Albany, thence to Buffalo and Niagara Falls, traversing the Suspension Bridge. From thence there are two routes to Chicago, *i.e.*, the Grand Trunk Railway of Canada or the Great Western.

The Pennsylvania Railroad starts at Jersey City and branches out to all points in the west and south. To Philadelphia (90 miles) the line is quadruple tracked. From Philadelphia to Pittsburg three tracks are laid, and from Philadelphia to Washington two tracks. At Pittsburg the line divides; one section stretching away to the north-west to Chicago (with branches to Cleveland and Toledo), the other goes west and south-west to Indianapolis, Cincinnati, Louisville, and St. Louis, the whole system covering nearly 10,000 miles of railway. Trains run through from New York to Chicago, Cincinnati, Cleveland, and St. Louis without change of carriage.

THE GRAND TRUNK RAILWAY OF CANADA comprises upwards of 3,500 miles of railway, and traverses the territory from Halifax, Portland, Quebec, Montreal, Boston, and New York, through the provinces of Quebec and Ontario to Chicago *via* Toronto, over its own and allied systems, and to Chicago *via* Niagara Falls, in connection with all the great Trunk lines from New York and Boston.

TIME AND DISTANCE.

As the English are said to have only the vaguest idea of time and distance in America, the following notes may be of assistance. By fast trains the visitor can reach from New York :—

TIME.

The Catskill Mountains	in 4 hours	Niagara Falls	in 12 hours
Saratoga Springs	,, 5 ,,	Montreal	,, 12 ,,
Berkshire Hills of Massachusetts	,, 5 ,,	Adirondack Mountains	,, 14 ,,
Lake George (very picturesque)	,, 6 ,,	Chicago	,, 24 ,,
Lake Ontario resorts	,, 10 ,,	Cincinnati	,, 24 ,,
The Thousand Islands	,, 12 ,,	St. Louis	,, 32 ,,

DISTANCE.

To West Point	51 miles	To Washington	230 miles
,, Poughkeepsie	75 ,,	,, White Mountains	342 ,,
,, Catskill Mountains	80 ,,	,, Quebec	427 ,,
,, Saratoga Springs	176 ,,	,, Montreal	407 ,,
,, Boston (by shore line)	232 ,,	,, Albany	142 ,,
,, Philadelphia	90 ,,	,, Cincinnati (about)	800 ,,
,, Baltimore	190 ,,	,, Chicago ,,	900 ,,

FROM CHICAGO BY RAIL.

	Miles.	Time.		Miles.	Time.
Chicago to New York	911	24 hours	Chicago to New Orleans	915	27 hours
,, Philadelphia	822	22 ,,	,, Mexico City	2,600	5 days
,, Washington	711	26 ,,	,, San Francisco	2,450	4 ,,
,, Baltimore	853	27 ,,	,, Portland (Oregon)	2,450	4½ ,,
,, Boston	1,001	27 ,,	,, Vancouver	2,350	5 ,,
,, Portland (Maine)	1,255	40 ,,	,, Quebec	1,020	31 hours
,, Charlestown	1,088	32 ,,	,, Montreal	842	28 ,,

SOME SPECIMEN TOURS.

Instead of indulging in generalities, information more precise and definite may be of service to the traveller, and we therefore append a few skeleton tours with an approximate idea of cost. It may be stated, however, that almost every Railway Company issues its own attractive programme, which may be easily obtained, while at the agencies of Messrs. Thomas Cook & Son and of Messrs. H. Gaze and Sons, tours innumerable are set forth in their circulars, or quotations are given for any itinerary the tourist may have mapped out for himself.

A SMALL TOUR.—New York—Philadelphia—Washington—Chicago—Niagara Falls—Albany—Hudson River to New York.

A MEDIUM TOUR.—New York—Philadelphia—Washington—Chicago—Niagara Falls—Toronto—St. Lawrence River to Montreal, passing the Thousand Islands—The White Mountains—Boston—Sound Line steamer to New York.

A GRAND TOUR.—New York—Philadelphia—Washington—St. Louis—Through the State of Kansas—Colorado Springs—(The Garden of the Gods and Pike's Peak)—Denver—Salida—Rocky Mountains—Salt Lake City—San Francisco—Yosemite

Valley—Portland (Oregon)—Yellowstone National Park—St. Paul—Chicago—Toronto—River St. Lawrence—Thousand Islands—Montreal—Quebec—New York.

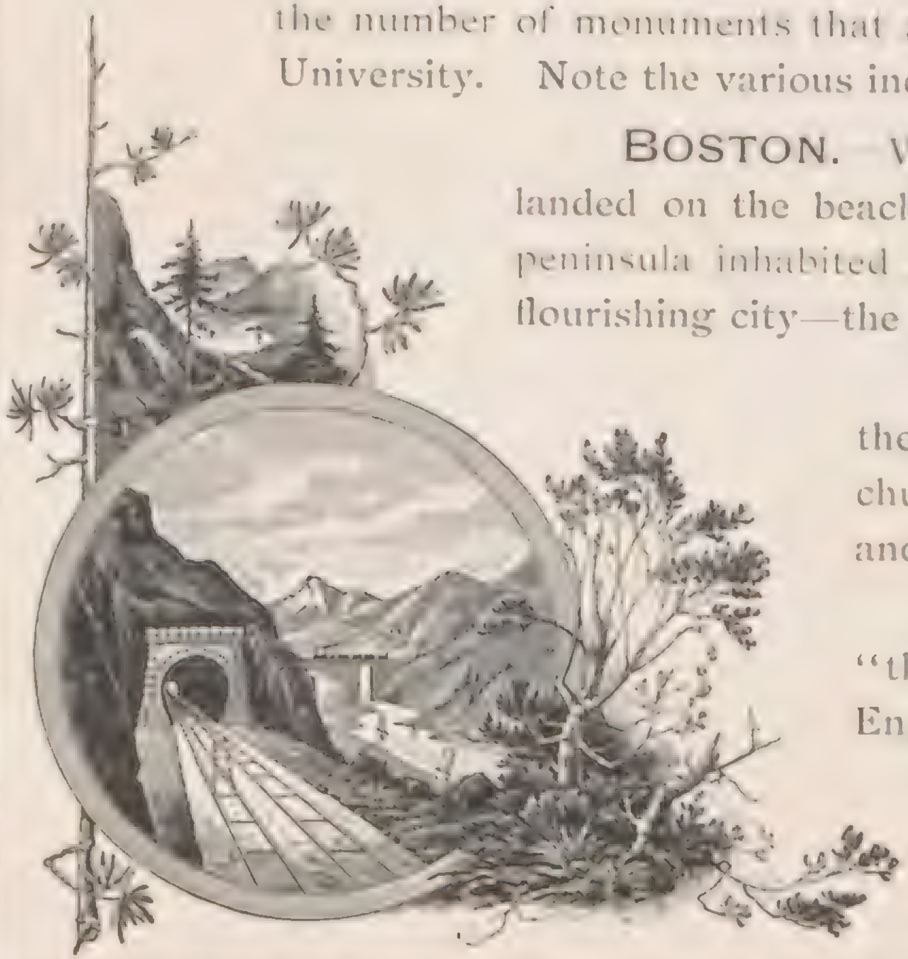
AN IDEA OF COST.

New York—Philadelphia—Baltimore—Washington—White Sulphur Springs—Louisville—Chicago—Niagara Falls and back to New York	About £12.
New York—Philadelphia—Baltimore—Washington—Steamer on the Potomac River to Norfolk—Day Steamer on the James River to Richmond—White Sulphur Springs—Kanawha Falls—Cincinnati—St. Louis—Springfield—Chicago—Niagara Falls—Toronto—The Thousand Islands and Rapids of the St. Lawrence to Montreal—Lake Champlain—Lake George—Saratoga—Boston—and Sound Line to New York	About £18.
New York—Philadelphia—Baltimore—Washington—White Sulphur Springs—Cincinnati—Louisville (for the Mammoth Cave)—St. Louis—Springfield—Chicago—Rail to Niagara Falls—Toronto—The Thousand Islands and Rapids of the St. Lawrence to Montreal—Rail or boat to Quebec—Gorham—Stage to Glen House—Summit of Mount Washington—Fabyan's Bethlehem Junction—Profile House—Rail to Concord, Nashua, and Boston—and Sound Line to New York	About £21.
New York—Chicago—St. Paul—Livingstone (for Yellowstone Park)—Helena—Spokano Falls—Tacoma—Seattle—Portland (rail or steamer)—San Francisco—Berenda (for Yosemite Valley)—Los Angeles—El Paso—San Antonio—New Orleans—Chicago—New York. (Exclusive of excursions in Yellowstone Park and Yosemite Valley, say £20 more.)	About £33.

BRIEF NOTES ON A FEW PLACES OF INTEREST.

ALBANY. The capital of the State of New York. Splendidly situated. The Capitol is one of the finest buildings in America.

BALTIMORE, named after Lord Baltimore, the founder of Maryland, is called the Monumental City from the number of monuments that adorn it. See the City Hall (Renaissance), the Peabody Institute, the Johns Hopkins' University. Note the various industries, and visit the extensive Harbour.



BOSTON. When Miles Standish, the gallant pilgrim soldier scouting out for New Plymouth, landed on the beach at Boston 270 years ago, he found hills covered with thickets and an irregular peninsula inhabited only by birds, wild animals, and occasional Indians. Now, it is a populous and flourishing city—the literary capital of the United States.

There are five well marked "Quarters": the North End, site of the first settlement; the South Cove; the West End, the shopping part; the Buck Bay, where the great churches and museums are to be found; and the South End, occupied by fine houses and public buildings. Among the principal things to see in Boston are:

Christ Church, the oldest church in the city, founded in 1723. Faneuil Hall, "the Cradle of Liberty," built 1742. Beacon Street, "the patrician street of New England." Boston Common, "the most famous bit of land in America," rich in historical associations. All Boston gathers at the Public Gardens, westward of the Common. The City Hall, the old Granary Burial Ground, the old South Church, the great Libraries, the Music Hall and Theatre, Tremont Temple. Colleges, schools, and museums abound. See Cathedral of the Holy Cross, visit Bunker Hill Monument, and Harvard University in the city of Cambridge (50,000 inhabitants) across the river Charles.

BUFFALO.—The Junction for Niagara Falls.

CATSKILL MOUNTAINS.—Beautiful scenery. Associated with legend of Rip Van Winkle.

CHICAGO.—A hundred years ago it was not. In 1832 the first commercial building was erected. In 1833 there were thirty-five houses, mostly log built, outside the walls of Fort Dearborn. In 1860 the population was 110,000. In October, 1871, nearly the whole of the business portion of the city was destroyed by fire. It was reconstructed as if by magic, and to-day it is the largest city in the States. It is the city of 1,500 hotels, 28 parks, and 38 miles of water frontage. It is the great railway centre of the continent, and is entered by the trains of 35 different railway companys. It is the city of enormous buildings and interminable streets. The Masonic Temple is twenty storeys high (265 feet); one hotel, the Auditorium, contains an opera house, with 8,000 seats; one street, 87th Street, is 10½ miles long. Visitors should see the grain elevators, stock yards, and the Pullman city. The World's Columbian Exposition is seven miles from the centre of the city.

COLORADO SPRINGS.—Visit the Garden of the Gods. Ascend Pike's Peak (14,147 feet) by railway.

MONTREAL.—The chief city of British America, founded in 1640, stands on Montreal Island, 32 miles long and 10 broad. Visit the new Church of the Jesuits, the Cathedral of Notre Dame, the Victoria Bridge over the St. Lawrence. Shoot the Lachrine Rapids. Drive over Mount Royal, from which the city takes its name.

NIAGARA FALLS.—Niagara River, extending from Lake Erie to Lake Ontario, a distance of thirty miles, has a total fall of 334 feet, the greater part of the descent being confined to a distance of seven or eight miles, within which distance are the most magnificent Rapids and Falls in the world. The Horse Shoe Falls are 2,000 feet wide and 154 feet high. The American Fall is 660 feet wide, the Central Fall 243 feet, each with a fall of 163 feet. Aggregate width 2,900 feet. Discharge of water computed to be 10,000,000 tons per hour. The best and most comprehensive view is from the Canadian side. The Niagara River below the Falls rushes through a chasm 200 feet in depth. The Whirlpool is three miles below the falls.

PHILADELPHIA, the City of Brotherly Love, is said to be the healthiest city in the world. Monotonous architecture and chess-board streets, fine parks, large manufactories, spacious markets. Chestnut Street is most in favour with Europeans. Visit Independence Hall, the Old Congress Hall, and the Libraries under the guardianship of the Philadelphia Library Company. Public buildings, more or less interesting, abound. Note the Civic Palace and the Masonic Temple. The lovely Fairmount Park is the special pride of the Philadelphians.

PITTSBURG, the Iron City, the Sheffield of America, and the centre of the oil country. Situate at the confluence of the Alleghany and Mononghela rivers, where they form the Ohio.

PORTLAND, the Forest City, so named from the numberless trees which line its main streets, is beautifully situated on a peninsula in Casco Bay. The birthplace of the poet Longfellow.

QUEBEC, the Gibraltar of America, the only walled city on the continent, is nearly in the form of a triangle, bounded by the St. Charles and St. Lawrence rivers and the Plains of Abraham. Visit citadel, churches, convents, colleges, &c. Cap Rouge (nine miles) is reached by the Grand Allée, and passes Wolfe's monument. Visit Indian Lorette, an ancient village of the Hurons, the Lorette Falls, Beaufort and St. Charles Lakes, the Falls of Montmorency, etc.

SALT LAKE CITY, 6,100 feet above the sea level. The Mormon capital. Full of curiosities.

SAN FRANCISCO, the capital of the State of California, is as gay as a city can be. Kearney Street is the busy main thoroughfare. Luxury and extravagance abound everywhere. Some call San Francisco "Cosmopolis" (the World-City), others "Chrysopolis" (the Golden-City). See the wonderful Chinese Quarter. Note the nationalities in the streets.

ST. LOUIS, in the valley of the Mississippi. The Court House cost 1,000,000 dollars. Exposition buildings and parks occupy 2,000 acres.

SARATOGA SPRINGS.—The most frequented watering-place in America. A fine Congress park, a lake, and other attractions.

TORONTO.—The "Queen City" on Lake Ontario. "Though not the greatest of the Canadian cities, Toronto is the most hopeful and the most enterprising." A convenient site, handsome streets, and fine public buildings and parks.

THE THOUSAND ISLANDS of the St. Lawrence. Its original name was Manatoana, or "Garden of the Great Spirit." There are nearly 2,000 islands, and perhaps 1,000 are within six miles of Alexandria Bay, the most central and beautiful part. Shoot the Rapids.

WASHINGTON, on the Potomac. The political capital of America. See the Capitol, claimed to be the most imposing building in the world. The museum of the Smithsonian Institute. Ascend by lift the Washington monument, 592 feet high. At the White House receptions are held by the President almost daily, when passing visitors may attend.

WEST POINT, called by Anthony Trollope "the glory of the Hudson."

THE WHITE MOUNTAINS.—A succession of beautiful views and romantic scenery. A grand drive is from Gorham (91 miles from Portland) to Glen House, from whence a carriage road leads to the summit of Mount Washington, the highest of the two hundred peaks forming the White Mountain group. The panorama is magnificent.

YELLOWSTONE NATIONAL PARK.—The marvel of marvels. See the Great Geysers; Petrified Trees; the Gibbon Falls; Mammoth Hot Springs, and wonders innumerable.

YOSEMITE VALLEY.—A State park of 36,000 acres. 3,950 feet in height on the Sierras. Full of wonders. Waterfalls. Rocks (El Capitan 3,300 feet high). See the Royal Arches, the Sentinel Rock, the Half Dome, Giant Trees, etc., etc.

THE WORLD'S COLUMBIAN EXPOSITION, CHICAGO.

On the 21st of October, 1892, the day when, making due allowance for the rectification of the calendar, Christopher Columbus is believed to have first set his foot upon the soil of the New World, the vast grounds and multitudinous buildings prepared for the reception of the million and one exhibits for the World's Columbian Exposition, organised to do honour to the memory of the great explorer, were formally handed over to the United States Government in the presence of the President, the Members of the Senate, and the House of Representatives, the Foreign Ambassadors, and the Governors of the various States of the Union.

There were high doings at Chicago on that memorable day and on the two days preceding it, including a "Procession of the Centuries," drawn by cable through the fairy waters of the Exhibition grounds, military and civic parades, and firework displays. What impressed visitors who had not watched the building of the "White City" a thousand times more than all the splendour of the pageants devised for the formal "dedication" was the perfect harmony presented by the magnificent assemblage of buildings, all of classical design, which rose, like a vision of dreamland, on the shores of Lake Michigan.

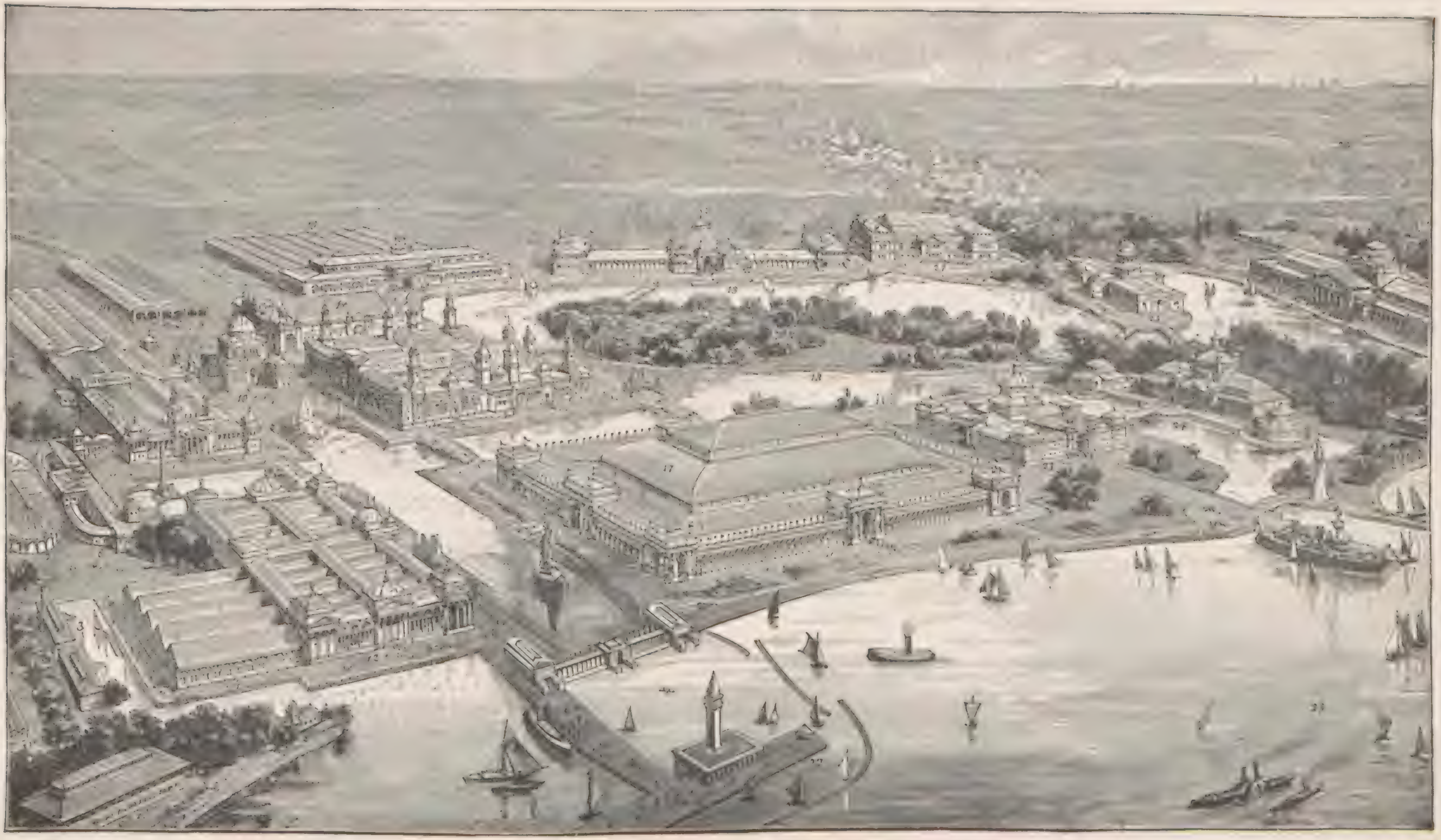
Those who visited the Paris Exhibiton of 1889 (and who did not?)—by far the largest as it was the most beautiful of anything of the kind the world had ever seen up to that date—were struck with its marvellous vastness. It covered 238 acres. But the Chicago Exhibition is three times the size, and covers 633 acres. It is situated in that part of the celebrated South park system of Chicago known as Jackson Park and the Midway Plaisance, within an easy distance of the centre of the city. Jackson Park has a frontage of a mile and a half on Lake Michigan, and contains 600 acres of ground, while the Midway

Plaisance, forming the connecting link between Jackson and Washington Parks, is one mile long and 600 feet wide, making an additional area of 85 acres. The Exhibition Grounds are arranged in an admirable manner with landscape effects, lakes, bridges, statuary, and fountains, while the marvellous series of gigantic buildings, and the noble frontage on the "Queen of the Great Lakes," all lend their charms to furnish attractions for every taste, and on a scale never before attempted. Guide books innumerable will be found everywhere, giving precise information to visitors of everything to be seen or heard. We shall, therefore, content ourselves in this place by giving a few general notes, and then a brief description of the principal buildings.

GENERAL NOTES.

ACCOMMODATION. Although Chicago will be full there will be ample accommodation for all visitors. No reliance is to be placed upon statements that fabulous rates will be charged for everything, and that there is an agreement among hotel keepers and others to ensure this. It will be quite possible to live in Chicago as reasonably as at ordinary times, and no one need, of compulsion, spend more than he feels disposed to do. A "Department of Public Comfort" has been organised for the purpose of securing the comfort and welfare of visitors to the Exhibition. It will also have under its control certain hotels, boarding houses and homes, with agents at all railway stations and elsewhere who will make reasonable and moderate arrangements.

LOCOMOTION. FROM CITY TO SHOW. Railways, steam, cable, and electric horse-cars, and steamboats on Lake Michigan, will "set down" conveniently near to all the entrances, and it is estimated that 100,000 people per hour can be carried to and from the grounds. **IN THE PARK.** Vast as the area of sight-seeing is, there will be no difficulty in getting from place to place. By the Intra-Mural Elevated Railway, with its cars moved by electric traction on the trolley system, 20,000 persons per hour can make the entire circuit of the grounds, or be set down at any given spot. In addition to this, steam and electric launches ply on the Great Lake and on the network of canals, and set down passengers at given spots, while "omnibus" and "cab" boats can be engaged to go from any one part to another. A Tour of the Waters will be one of the most delightful experiences.



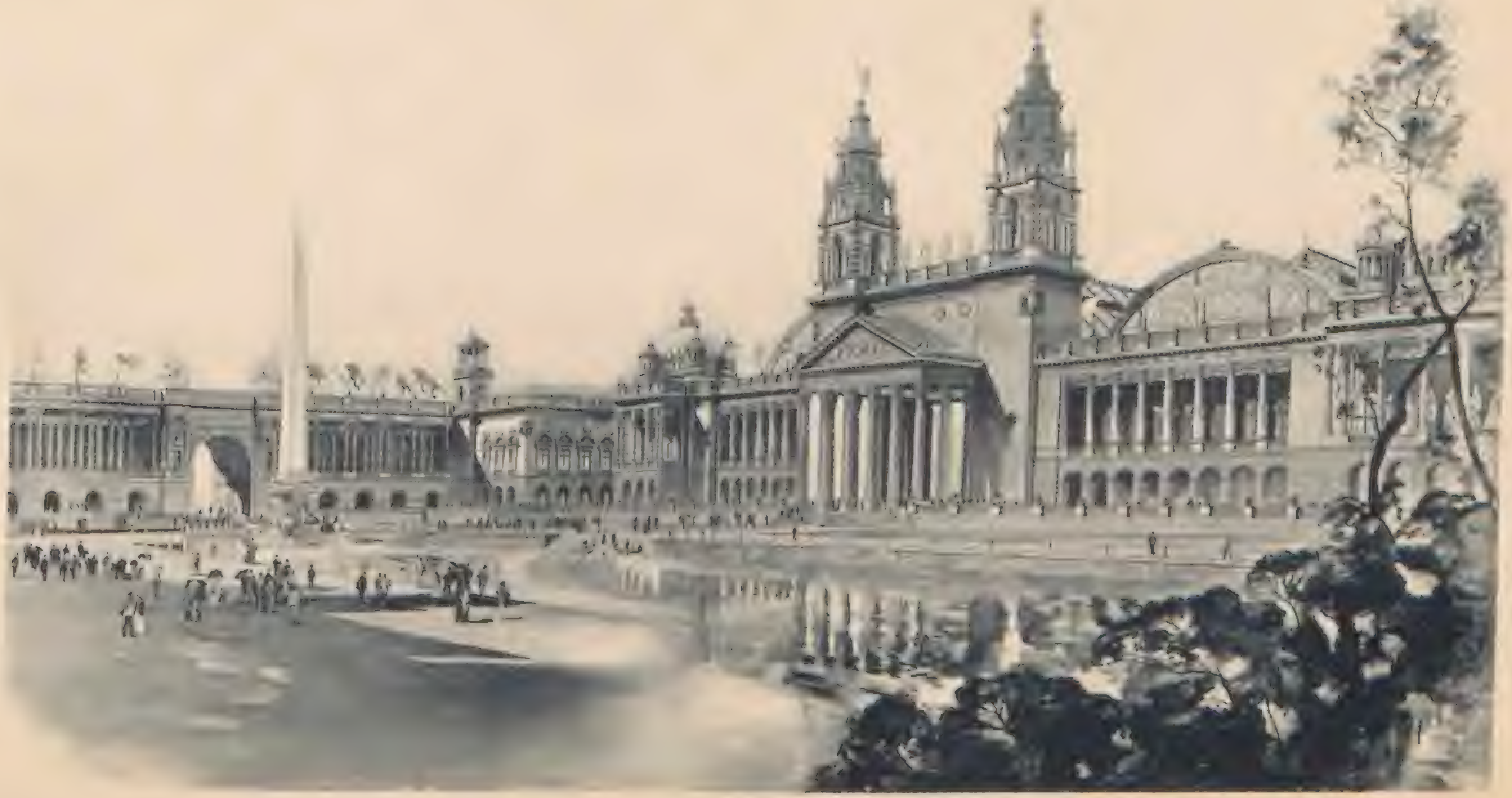
Bird's-Eye View of the World's Columbian Exposition.

REFRESHMENTS.—America as a nation does not despise the culinary art, and, as may be supposed, ample arrangements are made so that no one need starve at the Exhibition. On the contrary, as man is the only animal that can dine, and as dining is a Fine Art, provision is made for the visitor to enjoy the luxuries of the table of every nation under the sun. One hundred and fifty restaurants will be found in the grounds and buildings, and sixteen large cafés; these together have an estimated seating capacity for 60,000 to 80,000 persons. In addition there are seventy-two private dining-rooms in the Liberal Arts Building, luncheon counters in the Transportation Building, and fish luncheons may be had in the Fisheries Building. Intoxicating drinks are by no means interdicted, but drinking bars and "saloons" are not permitted.

AMUSEMENTS.—MUSIC.—At an early stage in the arrangements, an appropriation of £35,000 was made to secure an Orchestra of 120 selected performers to play during the whole time that the Exhibition is open. There will also be a constant succession of choral, orchestral, international musical competitions and entertainments. There is a Recital Hall, a Music Hall, and a Festival Hall designed for 2,000 singers and an audience of 7,000. The musical arrangements for the whole Exhibition will be under the care of Theodore Thomas and William L. Tomlins, and this is believed to be a guarantee that they will be as perfect as they can be. The great artistes of the world have been engaged, enormous choruses organised, the great military bands of all nations secured, and almost every day will introduce some musical novelty.

ELECTRICITY.—The "Feast of Lights" will be something to dream about ever after, and will utilise ten times the capacity of all the plants used at the Paris Exhibition, at a cost of a million dollars. Here are some items: 7,000 arc lamps of 2,000 candle power each, and 12,000 incandescent lamps of 16 candle power each will be distributed about the grounds and buildings, but in addition there will be spectacular and artistic lighting, fantastic effects, and pyrotechnic displays.

MEDICAL AID.—There will be a Medical Bureau under the charge of skilful doctors and nurses, and in several places in the grounds there will be Hospitals for use in case of sudden sickness or accident.



THE MACHINERY HALL CHICAGO.

A GLANCE AT THE GREAT BUILDINGS.

[For their location see Illustration on page 73.]

THE ADMINISTRATION BUILDING, containing the principal offices of the Management, will be at once recognised by its magnificent gilded dome, said to be larger than that of the Capitol at Washington. The whole edifice covers an area of 260 feet square. The four splendid pavilions, the recesses within which are the grand entrances to the building, the vast hall, in fact the whole building, both exterior and interior, are perfect, and will add to the reputation of the architect, Mr. Richard M. Hunt, of New York, President of the American Institute of Architects. The style is French Renaissance.

THE MANUFACTURES AND LIBERAL ARTS BUILDING is in the Corinthian style of architecture. It measures 1,687 by 787 feet, and covers nearly 31 acres! A gallery 50 feet wide extends round all the four sides, and from this eighty-six smaller galleries, 12 feet wide, project. The Central Hall of this building will be a surprise to the person most incapable of receiving new sensations. A writer in *Scribner's Magazine,* describing this Hall, says: "It would hold the Vendome column mounted on a 74 feet pedestal. The seating capacity of the building is estimated at over 200,000 people. St. Peter's at Rome holds about 54,000; St. Paul's in London less

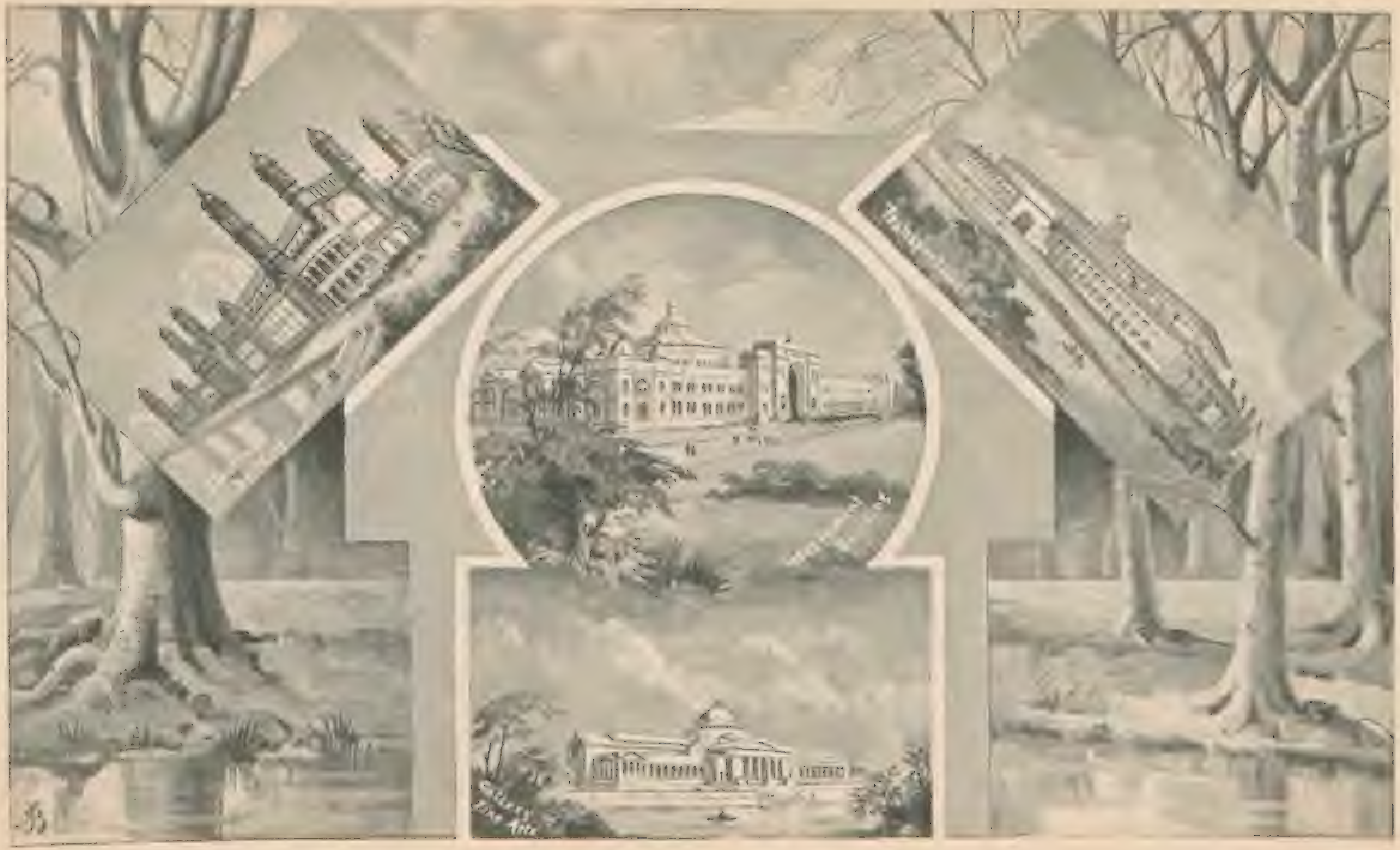
The Administration Building.

than 26,000. . . . The ground plan of the building is much more than twice the size of the Pyramid of Cheops. It is the better part of a hundred feet longer than the main span of Brooklyn Bridge. It is nearly two and a half times as wide as the Capitol at Washington."

The exhibits in the Department of Manufactures are of universal interest, and every labour-saving device is illustrated. In the Department of Liberal Arts will be found everything that relates to education, hygiene, sanitation, charities, medicine and surgery, literature, physical science, social and religious organisations, music, and the drama. In the Ethnology and Archeology Departments are "all possible phases of prehistoric man," and man as he was and is; the origin and development of primitive arts, and the progress of nations.

The Manufactures and Liberal Arts Building.

The Transportation Building. — It almost takes away the breath when one considers the enormous size of some of the buildings in the grounds of the Exhibition. The main part of the Transportation Building covers a space 960 by 256 feet, and with the annex and entresol, includes a total area of nearly 17 acres all under cover! It is surmounted by a cupola



AT THE WORLD'S FAIR, CHICAGO (1).

reaching to a height of 165 feet; eight elevators run from the centre of the main floor to balconies surrounding the cupola at heights of 115 and 128 feet. The view from this observatory is one of the finest in the Exhibition, as from its central position on the western bank of the large lagoon it commands the whole plan of the grounds.

"Of all inventions—the alphabet and printing press alone excepted," wrote Lord Macaulay, "those inventions which abridge distance have done most for civilisation," and the Directors of the Exhibition have done well to present fairly and fully for the first time in the history of World's Fairs, the origin, growth, and development of the various methods of transportation used in all ages and in all parts of the world; water craft from the crudest forms to the latest development of ocean steamships; railways from the old cattle truck to the drawing-room and sleeping cars, besides street cars, mountain climbers, electric and cable cars, elevated and underground railways, and all the appurtenances thereunto belonging; vehicles from the hand-barrow to the four-in-hand; bicycles, tricycles, ambulances, and hearses!

Among the most interesting exhibits in the shipping branch of the Transportation Department will be an exact reproduction in size, form, and equipment, down to the minutest detail, of the famous vessel from whose deck Columbus caught the first glimpse of the shores of the New World.

The scope of this Branch includes an exhibition of vessels of every type and description, ancient and modern; the methods of water conveyance peculiar to all nations, civilised or otherwise, and all arranged in chronological order. Thus in the American Section will be found canoes of the Indians, then the shallops, sloops, pinks, ketches, brigantines, barques and ships of the early traders, the batteau, or broad-bottomed skiff, for the interior waters, rafts and arks for the carrying trade, and specimens of steamboat construction from 1830 to the present day.

In addition to models, sketches, and photographs illustrating the many changes in the construction, equipment, and propulsion of boats, there will also be the reproduction of designs showing improvements in connection with such matters as lighthouses, sound signals, harbours, charts, lifeboats, rocket apparatus, and the thousand things that have developed the shipping interests of the world to their present state of comparative perfection.

One interesting feature will be the exhibition, by means of models, of the evolution of ships employed in war from the earliest times to the age of "the wooden walls," and from thence to the modern leviathans with their stupendous armaments, attendant torpedo and mortar boats, floating batteries, and the other horrible things that go to make up the "glorious panoply of naval war."

The Cunard Exhibits* in the World's Columbian Exposition are in the Transportation Building, and consist of MODELS of their vessels, shewing progressive development from the "Britannia" of 1840, to the "Campania" of 1893. To merely glance at these models the visitor sees in epitome, if he has read the foregoing pages, the history of the Cunard Company. But it will be of interest to give a few details of each of the vessels represented :—

THE "BRITANNIA" was the pioneer vessel of the Cunard Fleet. She was built in 1840, and was the first of four upon the same model. Her first voyage was accomplished in fourteen days and eight hours. The arrival of the first mail steamer in America created unbounded enthusiasm (see page 13).

THE "HIBERNIA" was added to the fleet in 1843 (and a sister ship, the "Cambria," in 1845). The "Hibernia" was of greater dimensions, more extensive passenger and cargo capacity, and attained a somewhat higher speed than her predecessors. She was 210 feet long by 35 feet 9 inches broad by 24·2 feet deep; of 1,040 indicated horse-power, and of 1,422 tons, with an average speed of 9·25 knots.

THE "ASIA" (1850) marked a new development in the history of the Cunard business rather than in the progress of naval engineering. She was, structurally, like all her predecessors, a wooden, paddle wheel vessel, but of larger size and correspondingly greater engine power, besides being fitted with the latest improvements for the comfort and convenience of passengers. She was 266 feet long by 40 feet broad by 27 feet 2 inches deep, of 2,400 indicated horse-power, and 2,226 gross tonnage, with an average speed of 12·5 knots.

THE "PERSIA" (1855) was a magnificent *iron* paddle steamer of 3,300 tons burden, and 4,000 indicated horse-power, with accommodation for 250 cabin passengers. She was the first iron ship of the Cunard Company, and at once became the favourite

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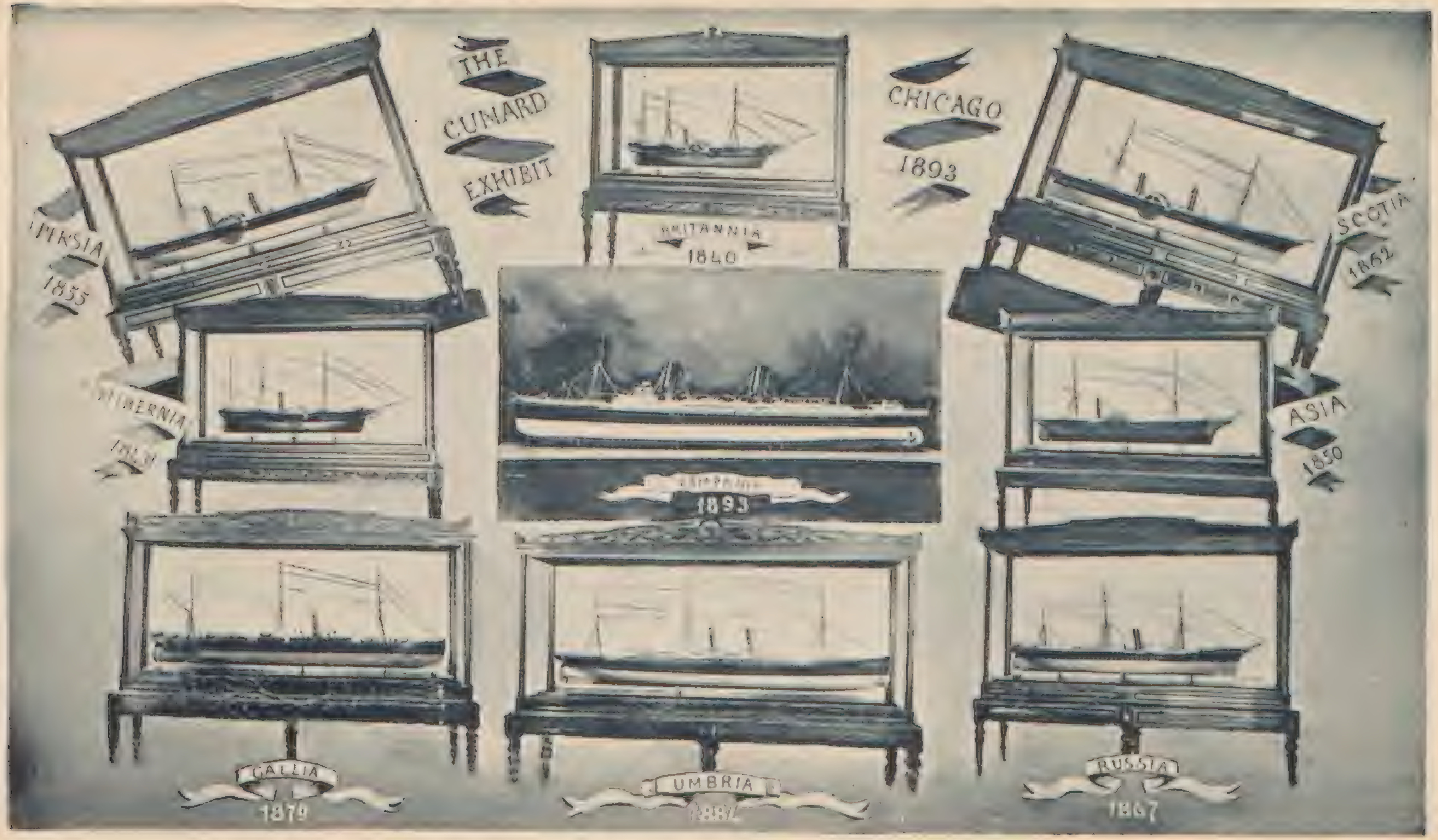
* An abridged copy of this Handbook may be obtained on application to the officer in charge of the Cunard Exhibit.


THE
CUNARD
EXHIBIT
CHICAGO
1893
PERSIA
1855
BRITANNIA
1840
SCOTIA
1862
HIBERNIA
ASIA
1850
1893
GALLIA
1879
UMBRIA
1884
RUSSIA
1867

and most successful steamer upon the Atlantic. Her measurements were 376 feet long by 45·3 breadth of beam by 31·6 depth, and her average speed 13·8 knots per hour.

THE "SCOTIA" (1862) was almost a sister ship to the "Persia," slightly exceeding her in size; a distinct improvement upon all previous efforts of marine shipbuilding, and acknowledged to be the finest specimen of a mercantile vessel then afloat. The "Scotia" was the last of the paddle wheels, and was followed in the same year by the "China," the first of the single screw propellors.

THE "RUSSIA" (1867) was built on the Clyde by J. and G. Thomson, and measured 358 feet long by 42·6 feet broad by 29·2 feet deep, with a gross tonnage of 2,960, and an indicated horse-power of 3,100. Her speed was 14·4 knots per hour, on a coal consumption of 90 tons per day. Her cargo capacity was 1,260 tons, and she accommodated 235 cabin passengers. The "Russia" was probably the most beautiful vessel that had ever been seen upon the ocean up to that time.

THE "GALLIA" (1879) was one of the finest of the early screw steamships worked by compound engines, an invention that utilised steam at a far higher pressure and produced equal or better speed results on a much smaller consumption of fuel. Her measurements were 430 feet long by 44·3 feet broad by 36 feet deep.

THE "UMBRIA," built by Messrs. Elder in 1884, and followed in 1885 by her sister ship the "Etruria"—identical in all particulars—was considered the greatest triumph of the science of modern shipbuilding (see p. 17). Her dimensions are: length, 500 feet; breadth, 57·3 feet; depth, 40 feet; with a gross tonnage of 8,127 tons. She is a five-decker; the promenade deck, extending over the full breadth of the ship for nearly 300 feet amidship, is reserved for first-class passengers. The interior accommodation and the beauty of her decorations made her one of the wonders of the age. She carries twelve boats, is furnished with steam steering-gear, is divided into ten watertight compartments, and is fitted with waterproof and fireproof doors. The compound engines indicate upwards of 14,500 horse-power. Speed 19½ knots per hour.

THE "CAMPANIA," identical in every essential particular with her sister ship, the "Lucania," is the biggest vessel, with the single exception of the "Great Eastern," that has ever been constructed in the world (see p. 27 for full description).

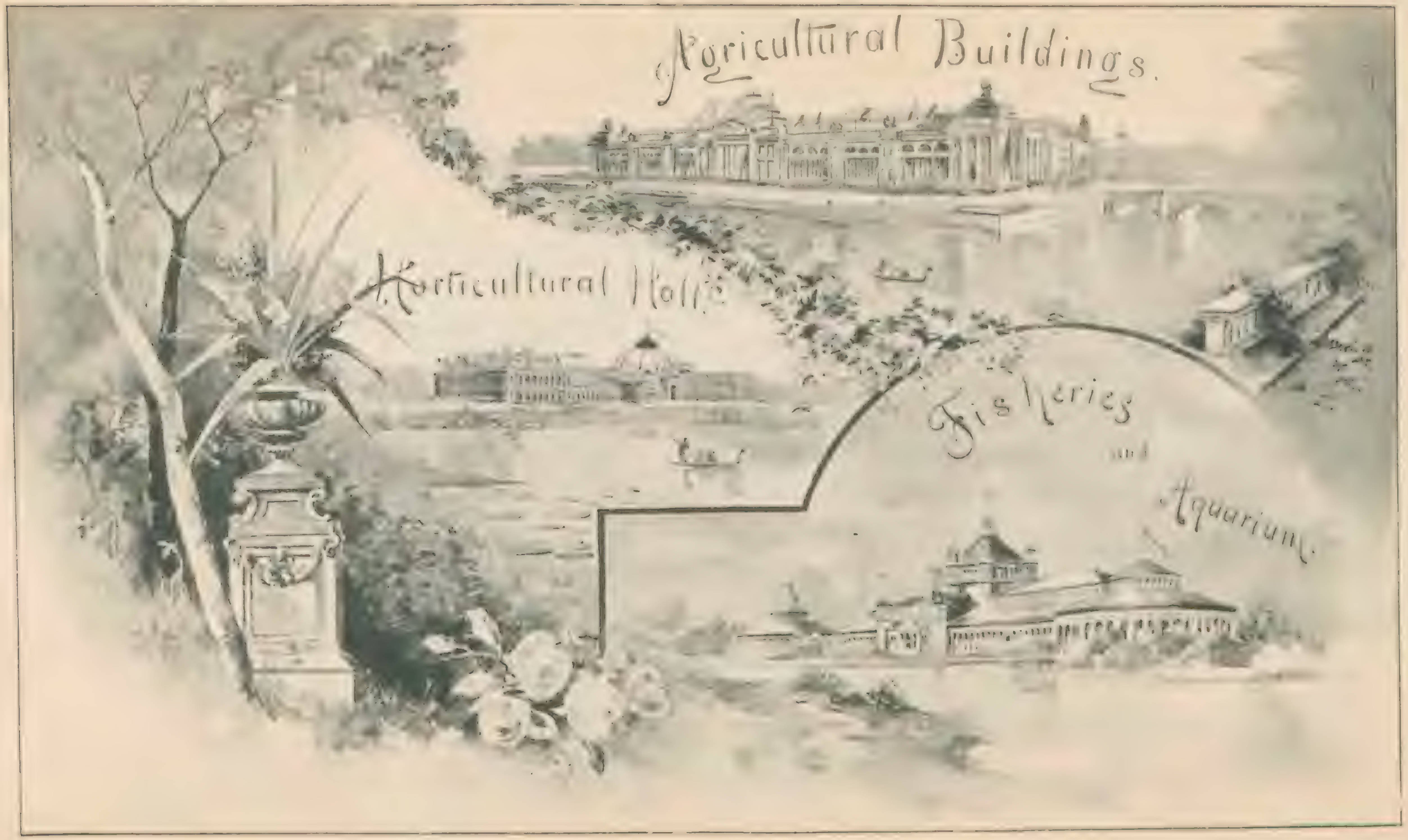
THE MACHINERY BUILDING occupies the second largest area set apart for the display of any single branch of exhibits. The space under roof is close upon eighteen acres. The interior of this "Palace of Mechanical Arts," as it is officially described, is one of the wonders of the Exhibition. The interior of the main building is 850 feet long and 500 feet broad, and gives the appearance of three large railway stations placed side by side. On the south of this gigantic building is the vast steam and electrical plant to supply power and light to the whole of the buildings and grounds.

THE FISHERIES BUILDING, described as "an architectural poem," is composed of three parts—a main building 365 by 165 feet, and two polygonal buildings each 133 feet in diameter, connected with the main structure by two curved arcades. Every detail in the working out of the whole harmonious design is worthy of careful notice. In this building will be found the most complete Aquarium ever seen or dreamt about, and not only every known fish, but every appliance for fishing from earliest to present times.

THE MINES AND MINING BUILDING is 700 feet long by 350 feet wide. English visitors wishing to know all that is to be known of the mineral resources of the United States can have their wish gratified here. Perhaps no other of the thirteen great sub-divisions of the Fair has been arranged upon a system more elaborate, extensive, exhaustive, and complete in all its details than this.

THE WOMAN'S BUILDING will, without doubt, be considered by the majority of visitors the greatest novelty of the Exhibition. "It is," says the author of "The World's Fairs from London 1851 to Chicago 1893," "a noble thought conceived in a woman's brain; conceived on lines that have won from the most eminent architects the highest mead of praise and appreciation, and then carried to completion by woman. From its firm foundations to the delicate sculptures that crown its lofty roof it is fully, absolutely, and entirely woman's work."

Moreover, all the working plans, drawings and estimates were furnished by Miss Sophia C. Hayden, the architect selected as a result of open competition among women, a dozen of whom sent in admirable designs and specifications. It should be



AT THE WORLD'S FAIR, CHICAGO (2).

added that the whole of the sculptures, mural paintings, carvings in wood, metal and stone, tapestries, &c., are the handiwork of women. Everything exhibited within the building is woman's work, and will amply illustrate the wide field occupied by her in the arts, sciences and industries.

THE HORTICULTURAL BUILDING is 1,000 feet long and 257 feet average width. The dome is 187 feet in diameter and an inside height of 113 feet, giving ample room for the largest palms, bamboo, tree-ferns, eucalyptus, &c. The building is said to be the finest ever erected for a similar purpose. The magnificent display of advanced horticulture and floriculture from all parts of the world will be considered by many to be among the finest sights of the Exhibition.

THE AGRICULTURAL BUILDING is a magnificent structure near the shore of Lake Michigan, in the midst of delightful surroundings. Style, Classic Renaissance. Size, 500 by 800 feet. Architects, McKinn, Meade & White, of New York.

THE LIVE STOCK DEPARTMENT.—Here Shows of horses, dogs, cattle, sheep, swine, poultry, pigeons, &c., will be held from time to time.

THE WOMAN'S BUILDING.

THE DAIRY BUILDING, near the Lake shore, covers nearly half an acre, and will contain a model dairy, where visitors may watch every step in the various processes of dairy work. A dairy school is held here.

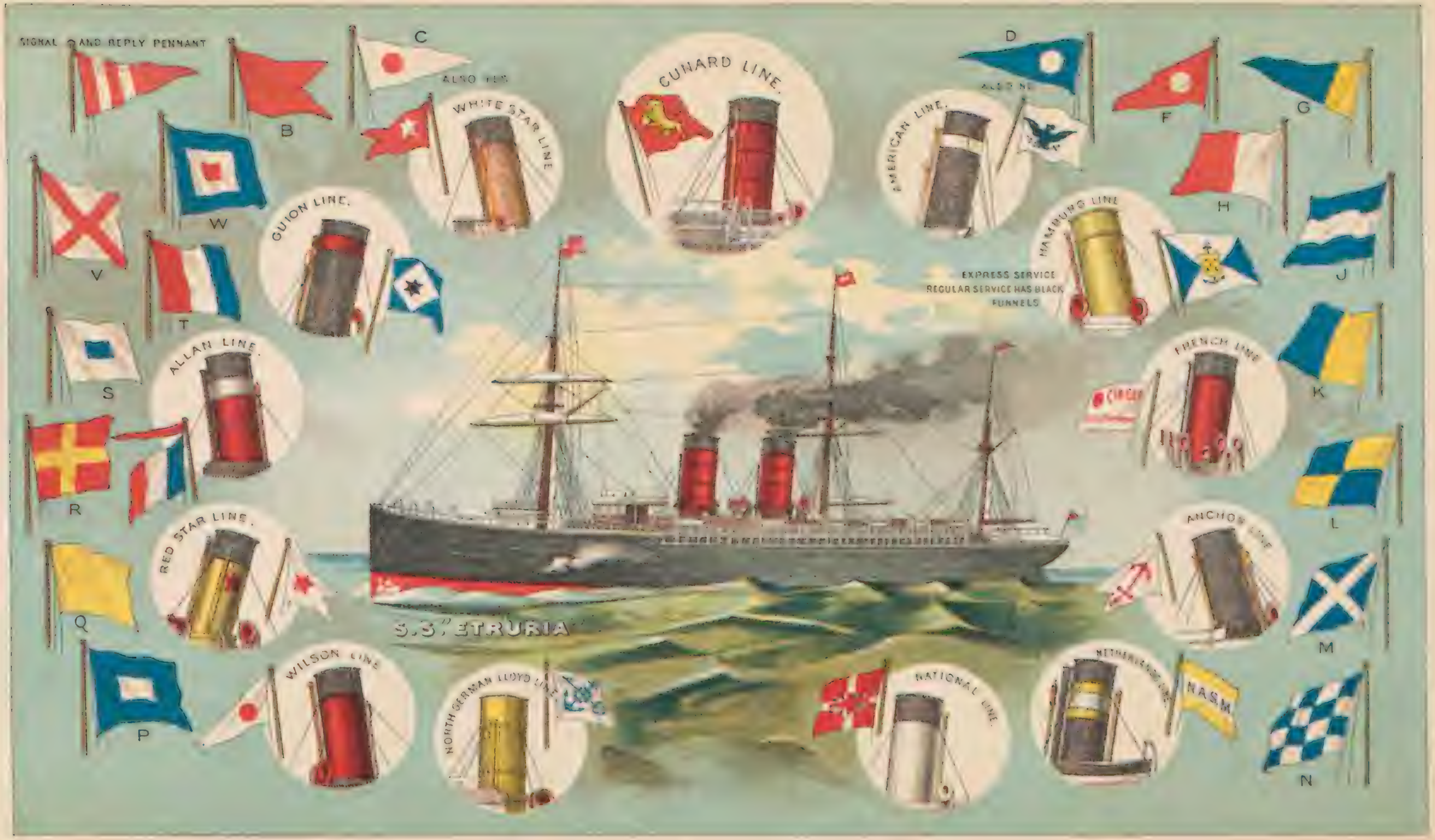
THE FORESTRY BUILDING is of rustic design. The building itself, as well as its contents, illustrate the forest resources of the world in a manner altogether unique.

THE ELECTRICAL BUILDING contains the whole history of electricity in a series of attractive object lessons from the experiments of Franklin and Morse to the most up-to-date developments.

THE ART PALACE will without doubt be the rendezvous of tens of thousands of interested visitors. Every nation will be represented, and the highest achievements in painting, sculpture, architecture and decoration will be found here.

THE ILLINOIS BUILDING, and other buildings not specified here, will easily be found, and need not be particularised.

Collotype Plates printed for The Electrotype Company in Meiningen, Saxony.



Distinguishing funnels and House flags of some of the principal Transatlantic Lines; together with the International Code of signals.

DIAGRAM-SHOWING-COMPARATIVE-SIZE-OF-VARIOUS-TYPES-OF-CUNARD-MAIL-STEAMERS-FROM-1840-TO-1893.

SCALE-ONE-INCH = 150-FEET

"BRITANNIA"

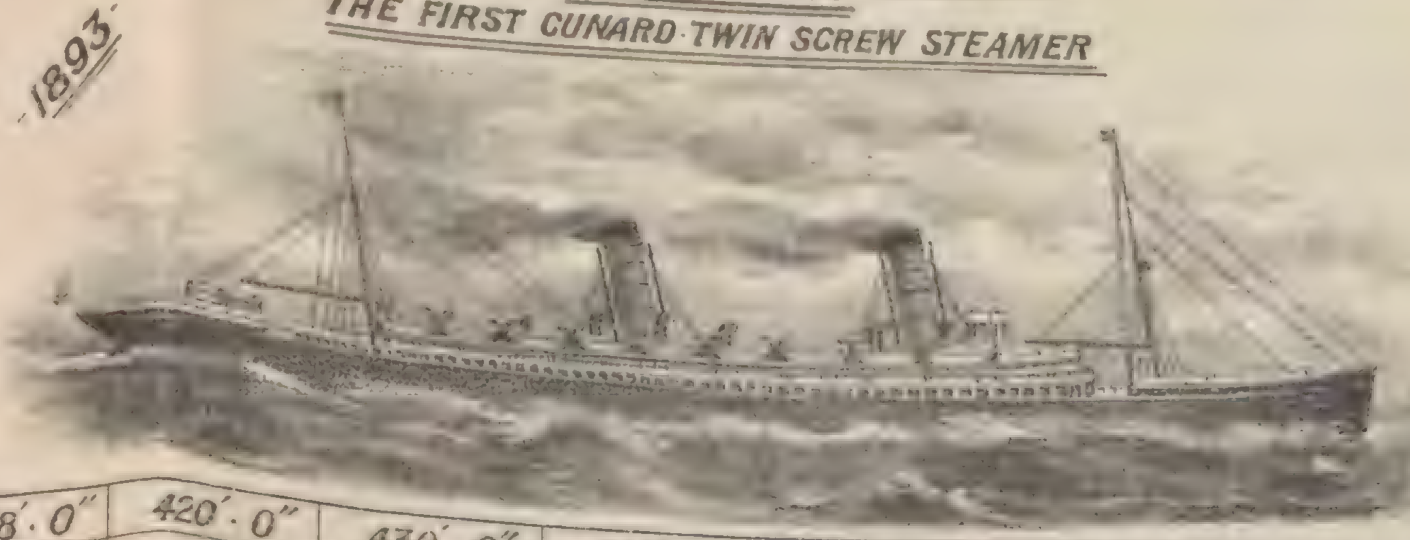
THE FIRST CUNARD STEAMER
PADDLE WHEEL

"CHINA"

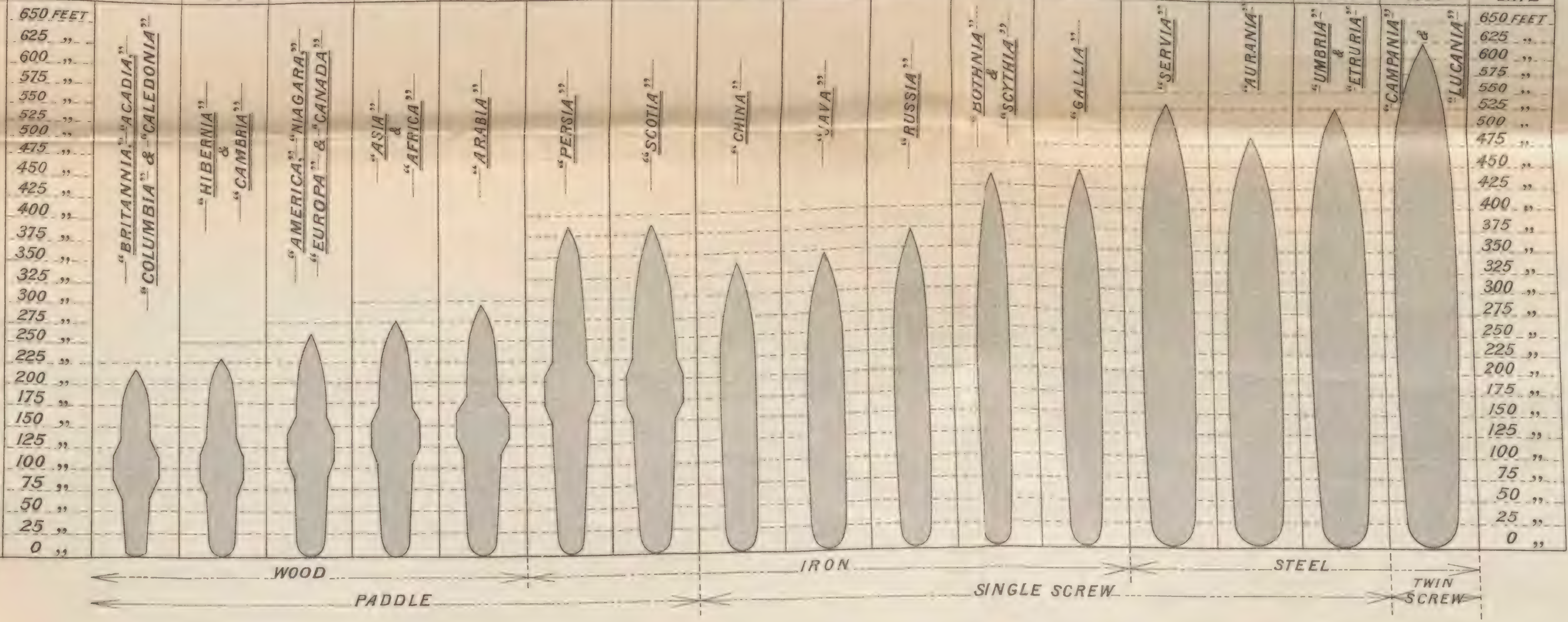
THE FIRST CUNARD SINGLE SCREW STEAMER

"CAMPANIA"

THE FIRST CUNARD TWIN SCREW STEAMER



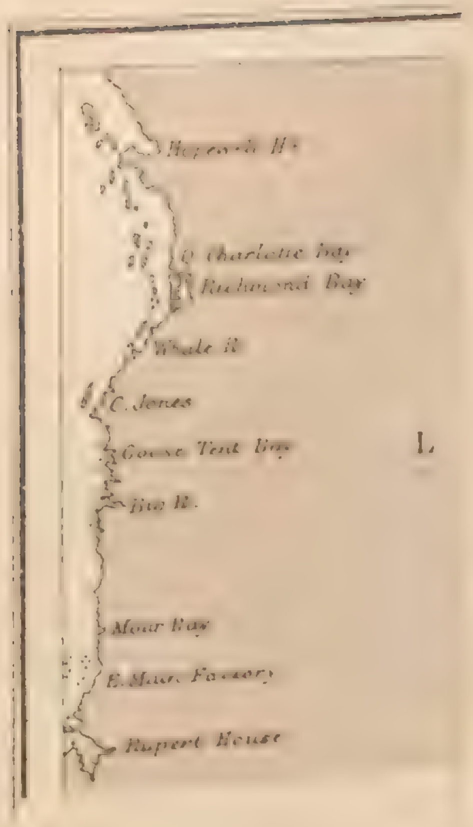
LENGTH BETWEEN PERP.RS	207′ · 0″	210′ · 0″	251′ · 0″	266′ · 0″	285′ · 0″	376′ · 0″	379′ · 0″	326′ · 0″	337′ · 0″	358′ · 0″	420′ · 0″	430′ · 0″	515′ · 0″	470′ · 0″	500′ · 0″	600′ · 0″	LENGTH
BREADTH OF BEAM	34 · 4	35 · 9	35 · 0	40 · 0	40 · 8	45 · 3	47 · 8	40 · 5½	42 · 6	42 · 6	42 · 3	44 · 3	52 · 3	57 · 3	57 · 3	65 · 3	BREADTH
DEPTH MOULDED	24 · 4	24 · 2	25 · 3	27 · 2	29 · 0	31 · 6	32 · 0	29 · 0	29 · 0	29 · 2	35 · 0	36 · 0	40 · 9	38 · 6	40 · 0	41 · 6	DEPTH MOULDED
GROSS TONNAGE	1154 TONS	1422 TONS	1825 TONS	2226 TONS	2402 TONS	3300 TONS	3871 TONS	2539 TONS	2697 TONS	2960 TONS	4556 TONS	4808 TONS	7392 TONS	7268 TONS	8127 TONS	12,950 TONS	GROSS TON.GE
INDICATED HORSE POWER	740	1040	2000	2400	3250	4000	4900	2250	2650	3100	3250	5300	9900	9900	14,500	26,000	I. H. P.
AVERAGE SPEED IN KNOTS PER HOUR	8·5 KNOTS	9·25 KNOTS	10·25 KNOTS	12·5 KNOTS	13 KNOTS	13·8 KNOTS	14·4 KNOTS	13·9 KNOTS	14 KNOTS	14·4 KNOTS	13·8 KNOTS	15·5 KNOTS	16·7 KNOTS	17 KNOTS	19·5 KNOTS		SPEED
DATE	1840	1843	1848	1850	1852	1855	1862	1862	1865	1867	1874	1879	1881	1882	1884	1893	DATE

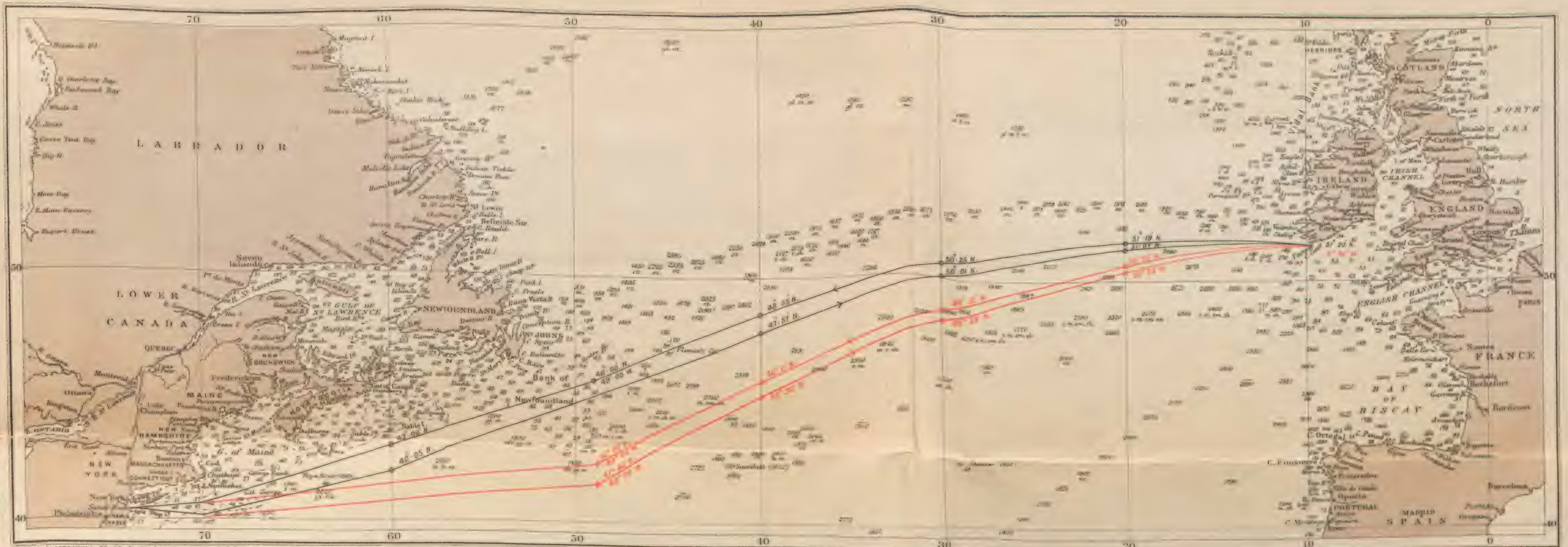


THE-LENGTHS-OF-THE-STEAMERS-SHOWN-ON-DIAGRAM-ARE-TAKEN-FROM-TAFFRAIL-TO-FORE-EDGE-OF-STEM.

OTYPE COMPANY, 80 FLEET STREET LONDON. E. C.

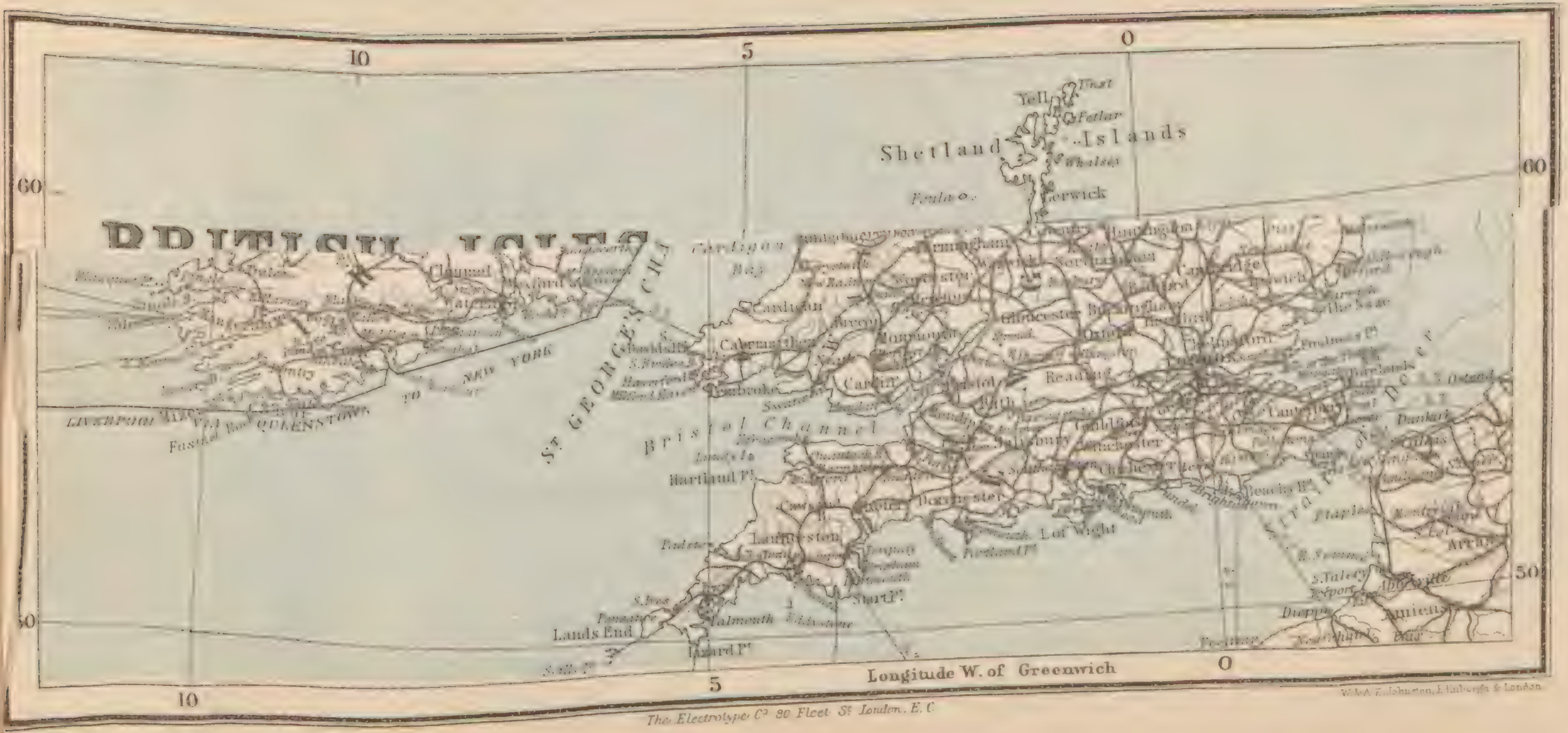
W. & A. K. Johnston, Edinburgh & London.


Hopewell H.
C. Charlotte Bay
Richmond Bay
Whale R.
C. Jones
Goose Tent Bay
L
Bay R.
Moar Bay
E. Main Factory
Rupert House



THE ELECTROTYPE Cº 80 FLEET STREET, LONDON, E.C.

CHART OF NORTH ATLANTIC LINE ROUTES SHOWING WINTER AND SUMMER TRACKS OF CUNARD STEAMERS OUTWARD & HOMEWARD BOUND.



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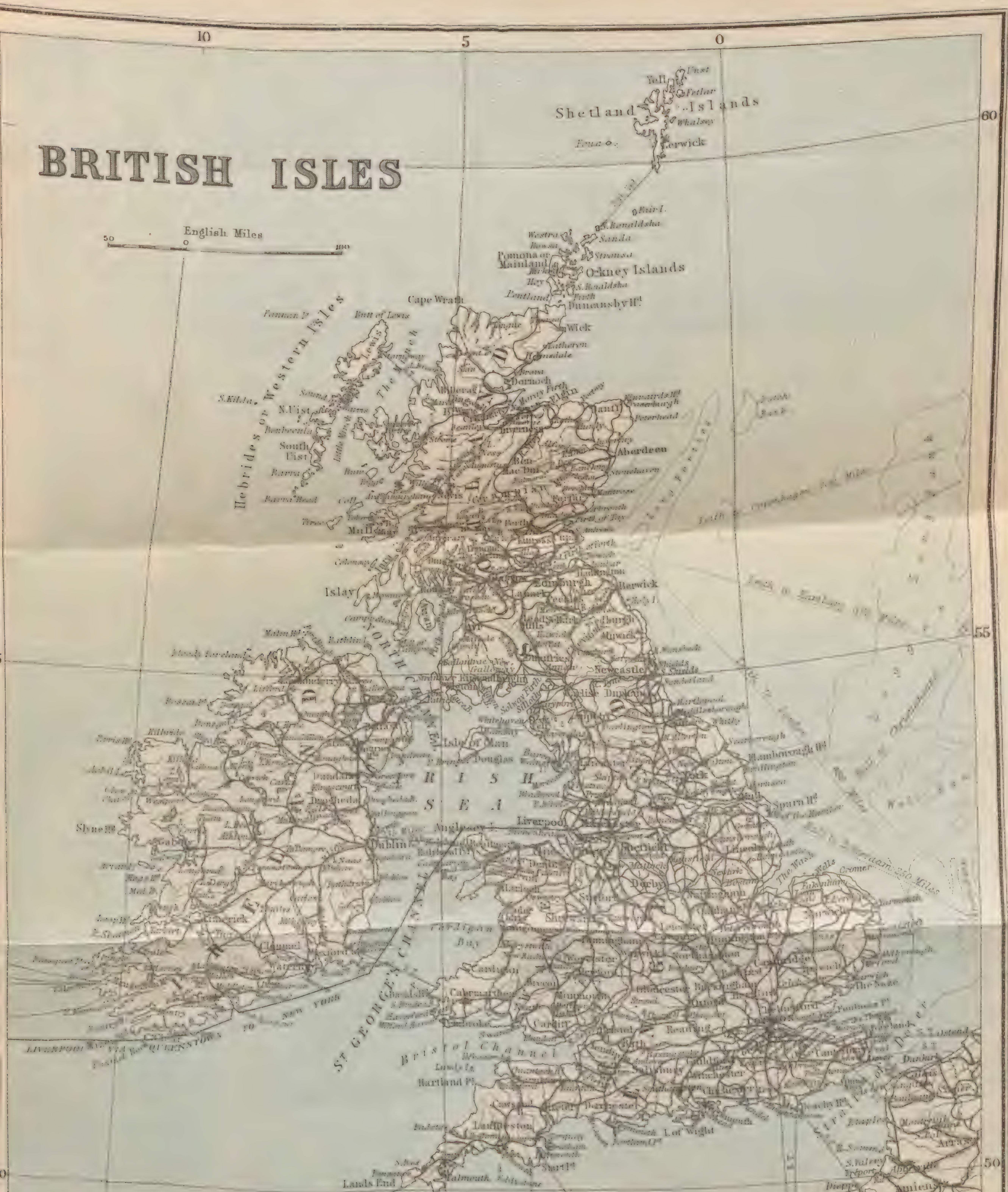
BRITISH ISLES



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AND "ETRURIA."

CUNARD ROYAL AND UNITED STATES MAIL STEAMSHIPS "UMBRIA" AND "ETRURIA."

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